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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.27	8.00	9.15	10.09	11.09	12.15	1.37	3.00	4.37
Yamati ...Dep.	6.45	—	9.34	10.18	11.09	12.15	1.37	3.00	4.37
Shatin ...Dep.	6.57	—	9.46	10.23	11.13	12.15	1.37	3.00	4.37
Taipei ...Dep.	7.11	—	9.59	10.46	11.34	12.15	1.37	3.00	4.37
Taipei Market Dep.	7.18	—	10.03	10.46	11.34	12.15	1.37	3.00	4.37
Fanning ...Dep.	7.27	—	10.09	10.46	11.34	12.15	1.37	3.00	4.37
Shamshui ...Dep.	7.32	—	10.09	10.46	11.34	12.15	1.37	3.00	4.37
Shamshui ...Arr.	7.38	8.40	9.08	10.14	11.09	12.15	1.37	3.00	4.37
Canton ...Arr.	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	8.10	8.30	8.45	—	—	—	—
Shamshui ...Dep.	7.50	8.15	8.35	8.50	—	—	—	—
Shamshui ...Arr.	—	—	—	—	8.15	8.40	8.55	9.10
Fanning ...Arr.	—	—	—	—	8.20	8.45	8.55	9.10

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. Tiao, Oong & Son, Ltd., Hong Kong, or from The American Express Company, Hong Kong.

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Our London Letter.

WHEN THE GUARDS COME HOME.

THROUGH CANADA.

UPHEAVAL IN PICCADILLY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 23rd.
A suggestion is published here and meets with favourable Press comment that when the Guards regiments now on service in China come home they should journey via Canada, and make a tour of some of the big cities of the Dominion. Sir Robert Sanders, M.P., for Wells, is responsible for the idea, and it is said at Westminster that in all probability the War Office will act on the proposal.

Several influential people in London are backing the plan. They are interested in Canada, and it is no secret that they are perfectly willing to find the money for expenses. They believe that a visit of these crack regiments to some of the important centres in Canada would have an excellent effect, and one hears that they have information that such a tour would be very welcome in the Dominion.

Piccadilly "Up" For Four Months.

The Londoner is used to having one or other of the streets on the main traffic routes "up" at this time of year, and the bus that takes him to work plunges into strange byways leading through unknown stretches of side streets that form a kind of jungle. But this summer there is an interference with traffic of an extraordinary kind. The whole of Piccadilly from the Circus to Hyde Park Corner is to be relaid, and the enormous stream of traffic east and west will have to find other channels for the next four months.

The traffic going west will be sent along Pall Mall, past Marlborough House, then round Buckingham Palace to Constitution Hill. This will be the first time that buses have ever been seen in the Mall, and the consent of the King has been necessary. The closing of Piccadilly for months will be a serious inconvenience to hotels, restaurants and clubs, and there is a good deal of grumbling. But it cannot be helped. The surface of the "Piccadilly mile" has been worn into "waves" by motor traffic, and has been badly in need of repair. The work which is now to be carried out will last for twenty years.

A Difficult Problem.

Sir Henry Maybury, Director of Roads at the Ministry of Transport, has been confiding to an interviewer that the best way to deal with the problem of London traffic is to construct new tubes. He also made the interesting statement that the London tubes do not pay at present, and that it is the profit on the buses that gives the shareholders in the Traffic Combine their handsome dividends. "Pooling of resources, common management, and public control" is the remedy he suggests for the present difficulties encountered in handling the ever-growing volume of London traffic. I understand that the Traffic Committee of the Ministry has been at work on a scheme on these lines, and that the details will be announced shortly.

Bank Of England Vaults.

The construction of the new vaults of the Bank of England is nearing completion, the strong rooms being in the centre of a network of secret passages. Here the Bank's bullion and securities will be deposited. The new building over the vaults will soon begin to take shape from the ground level, in the centre of the existing premises, which are surrounded by the massive stone walls that have stood solidly since the Bank of England was founded, and are now begrimed with age. When the great central block has been erected it will tower high above the outer walls and form an imposing architectural feature of the City.

An outer wall, nearly 8 feet thick, descending to a depth of more than 50 feet makes it almost impossible for any criminal to get through the underground maze to the new vaults. A passageway runs round inside this wall, so that the strong rooms form a sort of island. The vaults are constructed of interlaced steel and concrete, with its section grills set in the sides, and with entrance doors of steel weighing 24 tons.

The ceiling of the vaults and strong rooms, forming also the floor

AIR WORK IN MALAYA.

PHOTOGRAPHIC MOSAICS.

ASSISTING THE FOREST DEPARTMENT.

Mr. G. E. S. Cubitt, Conservator of Forests, F.M.S. and S.S., in a very interesting report on forest administration there for the year 1926 deals fully with the various activities of his department.

One of the principal events of the year, he says, was the arrival of the Air Survey Co. to make aerial surveys of the mangrove swamps for the Forest Department, and of 100 square miles of typical inland country for the Survey Department. The use of aeroplanes for survey work in this country was, it is believed, first suggested in 1920. It was hoped that something might be done when H.M.S. "Pegasus" was in Singapore in 1924, but negotiations fell through.

Photographic Mosaics.

In 1923, 1924, and 1925 a lot of most valuable work was done by the company for the Forest Department in Burma, and the success of its operations there led to its employment here. Work was started at the end of August, and it is understood that flying conditions were excellent; but the atmospheric conditions were so bad that photographic work, which in favourable circumstances would have occupied only a few days, dragged on for several weeks and was then unfinished. Air work was completed for the Perak mangroves, and photographic mosaics were prepared; but only parts of the Selangor swamps were dealt with, and in December, as the weather was still bad, the aeroplane was taken to Rangoon for overhaul. It is hoped to complete the survey early in the current year.

Main Types Of Forest Indicated.

Mr. Boswell, Assistant Conservator of Forests, was for a time attached to this party, and has been able to mark on the mosaic the main types of forest. This information will be shown on the maps which are being prepared by the Survey Department, and will be of great value in the compilation of a new work plan.

The photographs are taken at a height of about 7,500 feet, giving a scale of about four inches to the mile. The contract rate for the air survey is \$55 per square mile, for which sum the company supplies complete mosaics, a spare print from each negative, all the negatives, and a map of the areas surveyed.

Payments during the year amounted to \$10,680, including \$8,350 to the Air Survey Co. Thanks are due to the company for its liberal interpretation of the clause of the agreement providing for observation flights for officers of the department.

of the basement of the Bank, is of concrete and steel nearly 4 feet thick, and mixed with the concrete are great slabs of stone to give it added strength. The passage surrounding the vaults will be patrolled by armed guards night and day, and will also be guarded by an elaborate electrical alarm system.

The Coming Of The Motor Ship.

It was recently stated that the sailing ships which have made their way round the Horn from Australia will be the last of their kind—a pathetic company that have served to emphasise the predominance of the all-conquering steamships. But now we have recorded on the authority of Lloyd's Register the impressive fact that the steamship itself is being replaced. This year for the first time motor tonnage has exceeded steam tonnage building throughout the world by 100,000 tons.

For some years past the motor vessel has been a familiar sight, and motor freighters are largely used by the Norwegians for timber—clean but unsightly vessels, because most of them are without funnels. But the day of the huge motor liner has now come. Many of these carry scout dummy funnels for the sake of appearance.

The largest of the motor ships is the Royal Mail liner "Asturias" (22,137 tons), with the Union Castle liner "Carnarvon Castle" (20,050 tons) coming close behind. The latter, which is on the South African service, has engines of 30,000 horse power, and the main propelling motors consist of a pair of double-acting four-stroke Diesel engines. It is said the giant motor liner is excellent in a heavy sea. Her propellers are very low in the water, and there is none of the "racing" which is felt on a steamship when the weather is rough.

DIARY OF EVENTS.

To-day.

Golf: Bogey Pool, Fanning, Lawn Bowls League: Division I: O.S.C.C. v. Craigengower C.C.; Police R.C. v. Kowloon C.C.; Kowloon B.G.C. v. Taihook R.C.; Division II: Craigengower C.C. v. East Point R.C.; Taihook R.C. v. Club de Recreio; Kowloon C.C. v. Royal H.K. Yacht Club; Kowloon B.G.C. v. O.S.C.C.

H.K. Baseball League: Club de Recreio v. Dragons (S.C.A.A.), and Japanese v. H.K.B.C., Happy Valley Diamond, 2.30 p.m. and 4.30 p.m., respectively.

Naval and Military Y.M.C.A.: Launch "Picnic": Launch leaves Queen's Pier, 2.15 p.m.; Kowloon, 2.30 p.m.

St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.30 p.m.

"Aussie" Club tea dance in honour of Mr. Lum Poo Wah, Australian-Chinese tennis player.

Tennis: Lum Poo Wah (Australian-Chinese player) v. L.A. Frowen, C.R.C., 4.30 p.m.

Open-Air Concert by Band of the Northampton Regiment, Kowloon Dock Basking Beach, 5 p.m.

Band of Queen's Royal Regiment play at St. John's Cathedral Evensong Service.

Social Gathering St. John's Cathedral Hall, after Evensong.

Naval and Military Y.M.C.A.: Men's Meetings: "Cheer O," 7.45 p.m.; "Better Ole," 8 p.m.

After dinner dance, Lee Gardens. Principal Mail: Inward: U.S.A., Canada, etc. (President McKinley); Europe via Siberia (Atreus).

Monday.

Extraordinary General Meeting M. Y. San Co. Ltd. (in liquidation), 92-93, Queen's Road Central, 2.30 p.m.

Tennis: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.

Rugby Section of H.K. Football Club meeting, Union Building (4th floor), 5.30 p.m.

H.K. Philharmonic Society: First rehearsal for Chorus of "Merrie England," Cathedral Hall, 5.30 p.m.

Water Polo League: Royal Navy v. K.O.S.B. V.R.C. "A" v. 2nd Scots Guards, 6 p.m.

Dinner Damsant at Cafe Restaurant Parisien.

Social for Service men, St. Peter's Y.M.C., 8.30 p.m.

Principal Mail: Outward: Canada, America, etc., Europe via San Francisco and via Siberia (Tenyo Maru), 10.30 a.m.

Tuesday.

Sanitary Board Meeting, 4.15 p.m.

Tennis: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.

H.K. Baseball League: "Tigers" (S.C.A.A.) v. Philippines, Happy Valley Diamond, 5.15 p.m.

Water Polo League: K.B.S.F.P.A. "A" v. V.R.C. "B" v. K.B.S.F.P.A. "B" v. Royal Navy, 6 p.m.

Dinner Damsant at Cafe Restaurant Parisien.

Principal Mail: Outward: Australia, New Zealand, etc. (Atreus Maru), 8.30 a.m.; Canada, America, etc., Europe via Vancouver, B.C., and via Siberia (Empress of Russia), 10 a.m.; Europe via Marseilles, etc. (Atreus), 10.30 a.m.

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NANKING GOVERNMENT AND THE SURTAXES.

OPPOSITION BY CONSULAR BODY AND MUNICIPAL COUNCIL DENIED.

NOT TO BE COLLECTED IN THE SETTLEMENT.

SHANGHAI, August 19th.

A flat denial to the report circulated in Shanghai to the effect that joint action between the Shanghai Municipal Council and the Consular Body would be taken to oppose the collection of at least four of the surtaxes was made on Friday afternoon last by the British Consul-General, Sir Sidney Barton to a representative of the Shanghai Times.

The British Consul-General vigorously denied the truth of the report or that a decision had been reached between the British and Japanese Governments with respect to the proposed new taxes or that joint action was contemplated, as announced in commercial circles the previous evening.

The British Consul-General denied emphatically that any agreement had been reached and declared that telegrams were still flashing between capitals and correspondence on the subject still being exchanged. Where the reports emanated from he said he was at a loss to understand, but assured the Shanghai Times representative that they were "absolutely incorrect."

From other official sources it was learned that the Shanghai Municipal Council has not made a protest against the taxes imposed by the Nanking Government. An official of the Council informed a representative of the Shanghai Times that he knew nothing of the statement to that effect. In addition, it was learned that there will be no joint action in the matter of the taxes between the Council and the Consular Body.

It was established, however, that the Consular Body will not permit the taxes imposed by the Nanking Government to be collected in the International Settlement. This decision is not a new one, however, but constitutes the regular procedure of the Consular Body in such matters.

Cannot Collect.

According to the official of the Council spoken to yesterday, the Commissioner for Foreign Affairs is well aware that taxes cannot be collected in the Settlement and the information conveyed him was merely a matter of form. In refusing to allow these taxes to be collected in the Settlement the Consular Body and the Municipal Council are merely carrying out custom of years standing.

At the present time rumours are rife in every commercial quarter regarding possible action to frustrate the imposition of the taxes in September 1st. There is a general feeling that the representatives of the various Powers, although not having made any statement on the matter, are considering the advisability of refusing to pay any taxes except those legally due under the Treaties. In order to do this it is considered likely that duties will, on and after September 1st, be paid into a bank decided upon by the authorities and not into the Bank of China, as is the case at the present time. It is stated that the Bank of China, as the official bank for the collection of customs in Shanghai, has usurped arbitrary powers and has gone far beyond the functions allotted to it and consequently is not the proper medium through which the important customs duties should pass.

Whether unanimity has or will be reached in this particular direction none of the Chambers of Commerce appear to be in a position to say and neither the Consular Body nor the Diplomatic Corps in Peking have made any pronouncement on the matter.

It is also understood among commercial circles that the Powers representatives have been considering the advisability of forcible resistance against any action on the part of the National Government to interfere with the legal transit of goods, attempts at confiscation or restraint.

Merchants Perturbed.

Local wine and spirit merchants have been considerably perturbed over the latest announcement of the Nanking Ministry of Finance to the effect that dating from Thursday, a 30 per cent. Stamp Tax would be collected on all wines and spirit imported to Shanghai.

The reason for this sudden decision on the part of the Nanking financial heads was the belief that local merchants to evade the 62 per cent. tax to be imposed on September 1st had made arrangements for the shipment to Shanghai of large quantities of liquor which would arrive before the date of collection of the new luxury taxes. In order that these consignments would not escape the new levies the sudden declaration of a 30 per cent. Stamp Tax on wines and spirits was made. It was believed that the N.Y.K. steamer *Katori Maru* was

bringing a huge cargo of wines and spirits to Shanghai under consignment to local merchants but one of the leading local wine and spirit merchant stated yesterday that there was very little liquor aboard the vessel.

At a meeting of the leading wine and spirit merchants held yesterday morning at which representatives of twenty different firms were present the position created by the new tax was discussed thoroughly and it was decided that direct representations be made to the various Consuls of the merchants for assistance in the matter and that the Consular Body be also approached. There is every possibility that merchants who have shipments of wine and spirits on the water at the present time will make an effort to clear their goods without payment of the illegal taxes, and measures similar to those adopted by the Messageries Maritimes in clearing the *a.s. Paul Lecat* may be adopted.

This will mean that merchants wishing to clear their cargo will tender payment of the legitimate dues to the Bank of China and if a receipt is not given for presentation to the Customs authorities or the money is not accepted steps will be taken to safeguard the interests of the merchants and the Customs authorities will be held responsible for losses or damage.

Cargoes On Way.

The greatest difficulties which the merchants have to face is the fact that most of the cargoes of wine and spirits which on their way to Shanghai have been contracted for at a certain figure exclusive of the new taxes and that huge losses will be experienced if the illegal surtaxes are imposed. Big consignments are on their way from different countries and would have arrived in Shanghai before the increase surtaxes came into force. Now that the 30 per cent. Stamp Duty has been imposed a serious position has been created.

That absolute agreement between the British and Japanese Governments upon the question of the Nationalist surtaxes had been reached and that this agreement involved resistance to the utmost of all efforts to enforce the new programme of taxation, with the French Government probably also co-operating, was the effect of a statement made by the head of a representative foreign commercial organization to a representative of this paper yesterday afternoon.

U.S.A. Government Takes Fright.

Further, it was pointed out that whereas the American Chamber of Commerce, representing American business interest in Shanghai and most of China, has expressed a desire to co-operate with like organizations in the campaign of resistance by all means available, opposition to such participation has been raised in Government circles in the shape of a warning that any such participation cannot expect to receive the support of the Government's resources. The same informant voiced the opinion, however, that whether the United States Government stood behind American merchants or whether American merchants themselves chose little if the other foreign Powers took a definite stand on the question as business competition would eventually compel a united front.

Resistance Grows.

There was, it was suggested, the possibility of resistance being shown even to the two-and-a-half per cent. surtax on all imports and exports but at this time the attitude of the Washington Conference of 1921 it is not expected that this objection will be raised seriously, more especially as there is no objection to duties being increased to a certain reasonable extent, it was stated, but merely against enforcement of not being put through regular channels. The taxes are obviously for the self-aggrandisement of a particular political party and, therefore, cannot receive the support of purely commercial, non-political organizations, it was stated.

With regard to the question of *likin* and its proposed abolition, the question arises whether, under the present chaotic state of affairs, *likin* can be abolished by September 1st as promised by the Chinese authorities, or any other more reasonable date. Furthermore, it was pointed out, that which is controlled by Nanking to-day, may be in the hands of somebody else to-morrow and the position of importers is made more precarious as they have to face the uncertainty whether *likin* can or will be removed at all and the fact that in any case, the ultimate destination of their goods may be in the occupation of another party which has no illusions as to *likin*.

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Chamber's Statement.

The following statement has been made by the Shanghai General Chamber of Commerce regarding the proposed increased taxes:

There seems to be a fairly universal desire to know what is going on in the Shanghai General Chamber of Commerce as regards the new import taxes as well as the increased tonnage dues and production tax.

The Chamber has been active in this matter not only through the official channel of the Consular Body by protest and interview and through them with their respective Ministers, but also directly with the Customs and Chinese Officials and through the National Chambers of Commerce with whom they co-operate.

The attitude of the Chamber respecting the contemplated taxes if they are enforced on September 1st is that apart from their illegality and contravention of all arrangements with Treaty nationals they will have disastrous results and eventually react most seriously on those who have imposed them.

Taxes Earmarked.

"The attempt to remove the (1) Transit Duties; (2) Coast Trade Duties; (3) Native Customs Duties constitutes a direct interference with the Customs machinery for the aggrandizement of one particular political party and this should not be allowed. The above taxes have been earmarked for foreign and domestic loans and represent Tls. 24,000,000, in revenue annually which it is intended to eliminate by a stroke of the pen with no alternative revenue except exorbitant increases in dues which are not received by the Customs.

Likin Abolition.

With regard to abolishing *likin*, the Chamber does not believe its removal can be accomplished by September 1st, 1927, even if it could the effect would be comparatively local.

"The tonnage surtax besides being in contravention of the Treaties is, even at its reduced amount, a heavy burden on what is already a very expensive port and should be at once removed.

Headed For Suicide.

"The production tax heads for suicide of local industries and it will, at a time when conditions are none too good even without those impositions of a very large amount of unemployment."

"The Chamber continues to take all possible measures against the imposition of these various restraints on trade and it feels quite sure the public, both Chinese and foreign, are equally opposed to all such radical and ill advised increases in the form of surtaxes at a time when trade is in a very uncertain and parlous condition."

A SURE WAY TO STOP INDIGESTION.

Indigestion is such a common ailment that many people use the first thing that's handy to stop it. They frequently use ordinary bicarbonate of soda, a very large amount of which is taken, but the pain, it is doing incalculable harm to the stomach lining, and may even cause stomach ulcers. The best, safest, and surest remedy for digestive troubles is a little 'Bisurated' Magnesia in a quarter of a tumbler of water after meals, which not only corrects the trouble at its source, but soothes, heals and protects the stomach lining. The moment you take 'Bisurated' Magnesia it neutralizes the excess acidity, prevents fermentation, and that's the end of indigestion. Your chemist sells 'Bisurated' Magnesia in both powder and tablets—the one and only 'Bisurated' Magnesia that doctors recommend and hospitals use, because it is as safe as it is effective.

ROLANDE SARRAULT.

NOTIFICATION.

The Business hitherto carried on under the above Name will, from this date, be continued under entirely New Management, and at the Same Address, under the Name of

PAMELA

22, Queen's Road Central.
Hong Kong, August 17th, 1927.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 19th, 1927.	
R.K. Bank	\$1,080 buy & sa.
Do.	London, \$214 nom.
Chartered Bank	\$222 nom.
Merchants Bank	\$223 nom.
Do.	0.213 nom.
P. & O. Bank	\$223 buy.
East Asia Bank	\$223 nom.
Canton Insurance	\$223 sel.
China Underwriters	\$223 sel.
North China Ins.	\$223 nom.
Union Insurance	\$223 buy.
Yangtze Insurance	\$223 buy.
China Fire Insurance	\$223 buy.
Hongkong Fire Ins.	\$223 nom.
Donghai	\$223 nom.
Steamboats	\$223 sel.
Hong Kong Tugs	\$223 sel.
Lido-Chinas (Prof.)	\$223 nom.
Do.	\$223 buy.
Star Lines	\$223 nom.
Waterboats	\$223 buy.
China Sugar	\$223 sel.
Malayan Sugar	\$223 sel.
Benguet	\$223 nom.
Kailash Mining	\$223 buy.
Langkai (combined)	\$223 buy.
Do. (single)	\$223 nom.
S'hai Explorations	\$223 nom.
Shanghai Loans	\$223 nom.
Bank	\$223 buy.
Tonghai Mines	\$223 buy.
Ural Caspian	\$223 nom.
H.K. & K. Wharfs	\$223 buy.
H.K. & W. Docks	\$223 nom.
Hongkong	\$223 buy.
New Engineering	\$223 buy.
Shanghai Real Estate	\$223 buy.
H.K. & S. Hotels	\$223 buy.
H.K. Lands	\$223 buy.
Hong Kong Realty	\$223 buy.
H.K. Territorials	\$223 sel.
Humphreys Estates	\$223 nom.
Prince's Buildings	\$223 nom.
Bural Lands	\$223 nom.
Ewo Cottons	\$223 nom.
Oriental	\$223 nom.
Shanghai Cottons (old)	\$223 nom.
Do. (new)	\$223 nom.
China Buses	\$223 nom.
H.K. Tramways	\$223 nom.
Peak Tram (old)	\$223 sel.
Do. (new)	\$223 sel.
Singapore Traction	\$223 sel.
Taxis	\$223 nom.
Amusements	\$223 buy.
Canton Ice	\$223 nom.
Cement (combined)	\$223 sel.
Do. (old)	\$223 nom.
Do. (new)	\$223 sel.
China Lights (comb.)	\$223 sel.
Do. (old)	\$223 nom.
Do. (new)	\$223 nom.
China Provident	\$223 buy.
Constructions	\$223 buy.
Dairy Farms	\$223 buy.
Der. & Wings	\$223 nom.
H.K. Electric	\$223 buy.
Macao Electric	\$223 buy.
H.K. Ropes (old)	\$223 nom.
Do. (new)	\$223 nom.
Lean Chartered	\$223 sel.
Mackintosh	\$223 buy.
Sincere	\$223 nom.
United Asbestos	\$223 sel.
Watsons (old)	\$223 nom.
Wm. Powells	\$223 sel.
Telephones	\$223 sel.
Buy—sellers; sel.—sellers; sa.—sales	nom.—nominal.

The Sign of THE ADVERTISING and PUBLICITY BUREAU

Alexandra Buildings.

The Advertising Agency

...that supplies Advertisers with a Complete Service of Original Copy, Ideas, and Designs for Posters and Blocks,

...that checks all insertions in Foreign and Chinese papers for its Clients,

...that has an unrivalled and Extensive knowledge of the best media for all classes of Advertisers,

...that being independent, can place all this knowledge and experience at the free disposal of its Clients, ensuring that the money they spend on Advertising will bring them the best possible return

Telephone Central 30.

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods established in 1844 but thoroughly up-to-date, our success attained by making our customers interested in our first aim. Five expert buyers, with capable staffs, manage different departments, buying, with greatest care every class of goods giving our customers all the advantage of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.
Whitefriars, London.
Telegrams: "Keymer" London. Est. 1844.

EXCHANGE.

CLOSING QUOTATIONS.

August 19th, 1927.

On London—	
Telegraphic Transfer	...111 1/2
Bank Bills, on demand	...111 7/16
Bank Bills, at 30 days' sight	...
Bank Bills, at 4 months' sight	...
Credit, at 4 months' sight	2 1/2 7/16
Credit, at 6 months' sight	2 1/2 7/16
Telegraphic Transfer	...111 1/2
Bank Bills, on demand	...120 1/2
Credit, 4 months' sight	...120 1/2
On Paris—	
Bank Bills, on demand	...47 1/2
Credit, at 60 days' sight	...49 1/2
On Bombay—	
Telegraphic Transfer	...
Bank Bills, on demand	...131
On Calcutta—	
Telegraphic Transfer	...
Bank Bills, on demand	...131
On Shanghai—	
Bank Bills, at sight	...79 1/2
Credit, at 90 days' sight	...
On Yokohama—On demand	...100
On Manila—On demand	...105 1/2
On Singapore—On demand	...104 1/2
On Batavia—On demand	...118
On Hongkong—On demand	...
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CHANG TSO LIN'S FOREIGN POLICY.

CHINA SHOULD LIQUIDATE OBLIGATIONS.

CHINA FOR THE CHINESE.

PEKING, August 12th.

Invited as the head of the Central Government to sum up its foreign policy, the Generalissimo, Marshal Chang Tso Lin, in the course of an interview, declared that it was briefly this: China would play squarely with every nation that treated her squarely; she would liquidate her foreign obligations as quickly as possible, holding national honour above all else, but she was unable to do so as quickly as she would like to owing to the necessity of engaging in an expensive civil war for the purpose of eradicating the "red" blight threatening the nation.

Questioned regarding the Government's attitude towards foreign missionaries, the Generalissimo said: "Foreign missionaries in territory under my jurisdiction have never had occasion to worry regarding my attitude towards them. I have always protected them. Religion, in my opinion, is a matter of personal conviction in some cases and of tradition in others. A foreign missionary who comes to China can best help himself and those he seeks to convert by confining his activities to religion or conversion, or best of all, humanitarian work, but if he meddles in Chinese politics and mixes religious work with Chinese politics he goes outside his sphere and if he meets with a difficult situation then he only has himself to blame."

Marshal Chang went on to say that his attitude towards foreigners in general was friendly. "We have no quarrel with foreigners. They do not quarrel with us. But my blood-brothers are the Chinese people. My policy is primarily 'China for the Chinese.' Foreigners who come here and engage in lawful occupations are welcome, but those who stray from the path may easily become nuisances. Friendly advice from foreigners is welcome, but when it becomes dictatorial we must object, for the country after all belongs to the Chinese people. Imagine what would happen if we sought to dictate to Britain, to America or to Japan, or to any foreign nation, or sought to tell them what they should and should not do."

COVENT GARDEN THEATRE.

WILL IT BE PULLED DOWN.

Should the City Corporation, to whom it has once again been offered, buy the Covent Garden site, Covent Garden Theatre will not, I fancy, be pulled down, says a writer in the *Evening Standard*. There is a possibility, of course, though a remote one.

The aim is not to enlarge the present market, the position of which is absurd and inconvenient, but to remove it altogether to a less central position. The theatre and the adjoining hotel occupy a large space, and if they do go office buildings will probably take their place.

Any scheme by which still more vegetables are brought to the centre of London only to be taken away again is manifestly ridiculous.

The Opera House.

No one pretends that Covent Garden Theatre is ideally situated for an opera house. On the other hand, people have always managed to rock there when the fare is to their liking, and acoustically it is superb. I have a great regard for the fine old theatre: it is restful and dignified and it is very solidly built, as sound in every way as when it was erected to Barry's designs in the 'fifties.

Sir Thomas Beecham, however, whose position in the matter is influential, has very different views. "I have no sentimental affection for this place," he told me within its walls only a fortnight ago. "The stage is inconvenient, there is inadequate accommodation for storing scenery, and the arrangement of the auditorium makes financial success difficult. I would see it go without a pang."

Foreign Trade.

As regards foreign trade, the policy of the Central Government, the Generalissimo declared, was to encourage it as much as was humanly possible. "I recognize that we all prosper together or we do not prosper at all. The foreign trader must recognize, however, that in China in many cases he enjoys, through treaty, inequalities and special privileges which Chinese themselves do not enjoy. These discriminations must be eliminated, peacefully, so that we shall all stand on an equal footing."

"I hope soon to see the day when foreign investors will be eager to enter the China markets, secure in the knowledge that their investments are justifiable and will be protected. The day has passed, however, when the foreign investors could enter the China market and make an exorbitant profit resulting from the ignorance of our people. He must be satisfied with a fair and reasonable profit, which would be all he would expect if he invested his money in his own country. Between the foreign trader, merchant and investor and the Chinese people must be mutual goodwill and understanding. When this comes, industry in China will flourish. I want to develop it, not by strikes but by co-operation on all sides."

General Aims.

In conclusion, Marshal Chang defined the general aim of the Central Government as follows: to stop internal strife, improve the lot of the people and establish conditions that would enable China to take her rightful place in the family of nations.

"I believe," the Generalissimo declared, "that the day is not far distant when our people will get from life everything to which they are entitled. The day of racial superiority is over in China, and it is to be regretted that this is not more generally understood. I want to see taxes come down, so that business will be encouraged, but there must be no treaty inequality that would mean discrimination against our people in their own land."—*Reuter*.

CATTLE DISEASE IN KENT.

BOOTS AND CAR TYRES DISINFECTED.

TUNBRIDGE WELLS.

Through an outbreak of foot-and-mouth disease at Hunton, near Maidstone, Kent, the Tunbridge Wells and South-Eastern Counties Agricultural Society's diamond jubilee anniversary show had to be abandoned on the opening day after a large crowd had waited patiently outside the gates.

From midnight the day before, when the show officials were informed by the Ministry of Agriculture that the suspected case near Maidstone had been confirmed, the fate of the show hung in the balance. The public were at first admitted, but when a Kerry bull from Hunton became a suspect the gates were closed, no one being allowed in or out.

The Kerry bull proved free of disease, but judging was suspended, and at 2.30 p.m., after further communications with the Ministry, it was officially announced that the show was cancelled because of the Maidstone outbreak.

Everybody Disinfected.

People leaving the ground had to dip into buckets of disinfectant. Straw soaked in disinfectant was laid down to sterilise the tyres of motor-cars coming out, and all their occupants had to get out and dip their feet in the buckets.

The society was not insured and an official estimated the net loss at £3,000.

Thirty-three head of cattle have been destroyed at Hunton. A large part of Kent, including the boroughs of Chatham, Gillingham, Gravesend, Maidstone, Tunbridge Wells, and Faversham, has been scheduled together with a certain part of Sussex.

CHINA'S WEAKNESS.

DESIRE FOR PERSONAL PRE-EMINENCE.

LACK OF POLITICAL THOUGHT.

Now and then the veil is lifted from the obscurity that hides from public view the relations that exist between members that work together in the public service. The few things that are thus revealed show us the difficulties that exist in the inner councils of the nation. The outward effects are more conspicuous; but the inner causes are often inexplicable.

Such a revelation was recently afforded us by the information that the Prime Minister, Pan Fu, could not be away from Peking for more than a night lest a longer absence might undermine his position and authority in the Cabinet. This is startling news and throws much light on the human factor in the affairs of empire.

In this instance the chief of a government goes on a mission of grave matter for the country, but is hindered in his work by the fear of the mischief that might happen through the machinations of busybodies during a protracted absence. So the visit must be curtailed and the mission ended in failure. This clearly shows that any effective work of government is well nigh impossible. The difficulties do not lie in the tangled thread of affairs but in the human factor of selfishness.

Many of the Peking governments were wrecked through these causes. The Wuhan administration failed from similar defects. And if reports are to be credited, the Nanking government is suffering from the same disease. Disagreement of views, failure to see eye to eye on a policy to be followed might and should be adjusted by a spirit of compromise and goodwill. If in no other way the will of the nation or the decision of a majority should in most cases produce unity of action. Without these no business is possible.

Personal Pre-eminence.

In China such conditions are apparently impossible. The desire for personal pre-eminence is too strong a factor against the success of corporate unity. A Japanese philosopher, Mr. Yanabe, has recently written a book on Chinese philosophy. He declares first of all the Chinese are of a selfish nature. They always seek for self aggrandisement. Then they are too practical: they seek for immediate gain. They are too individualistic: they lack the true social spirit. Then again they are too external in their views: they do not sufficiently probe the internal mind. Finally they are governed by the formal: they seek the symmetrical and the orderly in all their methods. Their rules of etiquette and the formal styles in writing have helped to crystallize this natural habit of nature. Style and form became the dominant factors of life.

Most of the national energy has been wasted in internecine strife and the alienation of foreign friendship. The strength of the people has been dissipated in agitations against the unequal treaties: their souls have been troubled with the false idea that they are slaves of alien countries and are not masters in their own house. Their superficiality has led them to delusion.

If half the energy that has been expended on anti-foreignism had been given to serious thinking of the internal disease that is afflicting the public body some substantial results would have been gained. A further result of political thinking would be that they would have solved to a great extent the military problem with which the country is troubled. The military is not to be blamed wholly for what they have been doing. There has been no alternative to the military policy in China. In political thinking the country has been entirely barren.

No Political Thought.

This, then, is what is wrong with China. There has been no political thought. It did look as though at one time the Nationalists would sweep forward and capture the country. They were animated by the cry of the Three Principles. But these have come to nothing. It is not surprising. For the most part they are vague and in most respects they are too negative to be of much service. Even the farmers of Kwangtung seem to have heard enough of them. These agitated the country without the promise of any benefits. There is ample proof of this. The Nationalists have had for long many provinces under their complete control. No panacea has come to any of the evils to which the people were supposed to be subject. Conditions are worse now than under the old régime. There is a stagnation of trade: the cost of living has increased without any compensating advantages. Taxation has leapt up to the detriment of industries. Nanking the centre of Nationalist power seems most insensible to the

(Continued on next Column.)

DEATH FOR POLITICAL CORRUPTION!

CHINESE OFFICIAL'S LAPSE.

THE HIGHEST STANDARD UPHOLD.

Mr. Chen Chun is Chief Judge of the Military Court in Shanghai. General Yang Hu, his friend, is Garrison Commander of Shanghai. Both have a profound knowledge of arithmetic. Friends of the late Mr. Yee Tse Heng will testify of that.

By way of explanation, Mr. Yee was the Chief of the Special Administration Department of the Nanking Government. At 9.45 p.m. on Thursday last week Mr. Yee suddenly ceased to be the Administration Chief or even a living subject of the mundane sphere.

Arithmetic brought about his unfortunate demise.

It seems that recently a wealthy Chinese merchant was arrested for dealing in Japanese goods, contrary to the orders of the Anti-Japanese Boycott Federation. Mr. Yee, according to the story, had jurisdiction over the arrested man. His superiors in the matter were General Yang and the arithmetic Mr. Chen. Being in an amiable mood these gentlemen agreed to free the Chinese merchant if the latter would make a slight donation to the Nanking military fund. About \$150,000, said the merchant, having no desire to be the principal at an execution, agreed. The money was to be delivered to Mr. Yee, who was to hand it over to the proper authorities. It appears, however, that someone got greedy. The merchant was made to hand over \$150,000. Of this sum Mr. Yee surrendered \$150,000.

The story reached the ears of General Yang and Mr. Chen. They got out their pencils and started figuring. They figured that \$150,000 subtracted from \$150,000 left \$15,000. Who got it?

Things began to happen. Mr. Yee got a sharp letter demanding an explanation. A satisfactory one was not forthcoming so Mr. Yee was arrested. He was sent to Nanking and tried by General Chiang Kai Shek. Judge Chen recommended severity.

The death sentence was passed. Yee was returned to Shanghai, taken to a vacant piece of ground on Zia Tung Road, near Lungshwa, and shot to death. Orders have been issued that his body be placed on exhibition as a warning to others. Various department staffs of the Nanking Government have been ordered to view the body.

—*Shanghai Times*.

THE TAGORE CHARGES.

A CLEAR DENIAL.

"Happily, the charges preferred against the distinguished poet philosopher, have been as quickly withdrawn as they were first directed at him. Much of the indignation language employed by the local press could have been avoided had Dr. Tagore issued his repudiation earlier."

The letter imputed to him by the *Chicago Unity* and other Eastern newspapers was a grave indictment of the British race and to have allowed it to pass unchallenged would have been tantamount to a silent acquiescence therewith. If Britishers and other communities were surprised at the amazing amount of lies contained in the now notorious "letter," Indians themselves were flabbergasted: they could not for a moment believe that their national genius could have given expression to such outrageous statements. However, as already observed, the categorical repudiation issued by Dr. Tagore has cleared up the situation and one and all are glad over it.—*Singapore Free Press*.

democratic idea. It is not only autocratic but is on the way of being oppressive.

The position is lamentable but not surprising. It is the inevitable result of the nature of the Chinese character. They are without the thinkers and philosophers necessary to pave the way for a reorganization of the country. They are under the sway of the external and superficial. Individualism and selfishness have too large a place in the conduct of life.

The Achilles of China—at least in some respects—is General Feng Ever since he parted company with Marshal Wu he has been standing alone outside the tent. Possibly he does not stand apart for similar reasons to those which held the heart of Achilles, who was full of wrath for the insult that affronted him. Feng is more under the feelings that are inherent in the Chinese nature. He is an autocratic man, one of the most so in the country. It is not likely that he will be ready to serve under any other. So he stands apart. To him that waits any the Chinese everything will come. But the waiting should be for public rather than for private ends—Cymro in *Shanghai Times*.

FRUIT OR MEAT?

CHARGES MIXED UP.

"I was not selling cooked meat: I was only hawking fruits," said a Chinese who answered to the name of To Sun at the Central Magistracy yesterday.

The constable who brought the charge said that the man was right, and that he was hawking fruits. He could not explain to the Magistrate (Mr. R. E. Lindsell) how the words "cooked meat" appeared in the charge sheet instead of "fruits."

The Magistrate discharged the man, and a few minutes later the puzzle was explained. When the interpreter called for To Chai to answer a charge of hawking fruits without a licence, nobody came forward. A man who said his name was To Sun then said he was not hawking fruits at the time, but cooked meat.

The man who had earlier been discharged was brought back into the Court, after some questioning it was found that his name was To Chai, and that though an error he answered a charge intended for To Sun.

The Magistrate fined the meat vendor \$3, and discharged the fruit-seller with a caution.

ALLEGED FALSE CHARGE.

CHINESE POLICEMAN IN THE DOCK.

An attempt to obtain \$20 from a Chinese whom he had arrested on false charge, is alleged against a Chinese constable, attached to the Shamshipo Police Station, who appeared at the Kowloon Magistracy yesterday on a charge of misconducting himself as a public servant.

It is alleged that the defendant arrested a Chinese on a charge of returning from banishment. The man was taken into a shop and told that he would be released on payment of \$20, which the arrested man promised to pay at a later date.

Fearing the consequence, the man later made a report to the Police and the constable was arrested.

BANISHED FOR 10 YEARS.

RETURNS AFTER SEVEN MONTHS.

At the Central Magistracy yesterday Young Chun (23) was charged with returning from banishment. Sub-Inspector Vincent read a list of convictions for larceny and obtaining money by tricks, dating from December, 1923. Accused, he said, was sentenced in July, 1924, to six months imprisonment and 12 strokes for returning from banishment, and on the expiry of his term, he was again banished for 10 years on January 16th, 1927. Defendant had then been away for only seven months.

Sentence of eight months hard labour was passed.

DARING VENTURE ENDS IN TRAGEDY.

LONDON TO CALCUTTA IN A SKIFF.

MADRID, July 13th.

The attempt of two Danish oarsmen, accompanied by a friend, to row in a skiff from London to Calcutta, a distance of 12,000 miles, has ended in tragedy.

The two Danes, Capt. Niels Ventegodt and Engineer Evald Tietze, started from London in June last year. In mid-Channel their boat capsized and both men fell into the water. They were rescued by a fishing smack, which also saved their boat, and subsequently the voyage to Boulogne was resumed. At Boulogne the Danes picked up their friend and continued the attempt.

Cruel luck dogged them. They made slow headway owing to adverse weather, and in a violent storm one of them was washed overboard and drowned.

When Santander was reached the survivors had come to the end of their tether, and were obliged to admit failure. They could row no more. Their strength was exhausted by their prolonged struggle with the waves and the wind, and they could no longer count on the seaworthiness of their frail little craft. They will, therefore, be sent back to London. They will be accompanied by two members of the Long Distance Rowing Club of Denmark, which had promoted the daring enterprise.

The row was started with the idea of proving that a rowing boat could go almost everywhere by sea providing the coast was hugged and refuge sought when the weather was too stormy.

The boat, appropriately named the *Viking*, was built of cedar wood, and was of the two oared rigger type. It was only 25ft. long and 3ft. wide, with sliding seats. The idea was to proceed along the French, Spanish, and Portuguese coasts, through the Mediterranean, along the Palestine and Syrian coasts to Alexandria, and thence via the Euphrates, Basra, and the Persian Gulf. The oarsmen's plan was to row all day, and spend the nights on land. They carried a stove, a tent, and a spirit compass.

QUEEN'S THEATRE

TO-DAY

At 2.30, 5.10, 7.15 & 9.20

An Exciting Story of the Race Track

DOWN THE STRETCH

The Thrills and Joys of the Turf.

WORLD

A Story of Mother Love—

THE FOURTH COMMANDMENT

How a great earthquake changed the lives of two families.

TO-DAY ONLY

Orchestra at 5.15 & 9.20. Chinese interpreter at 2.30 & 7.15.

STAR

JOHN BARRYMORE IN THE SEA BEAST

The film version of the great sea story "MOBY DICK."

TO-DAY ONLY

Continuous from 2.30 to 8.30.

STAR TO-NIGHT

At 9.30

OUR CABARET

"POT POURRI"

ANCHOR BRAND PURE MANILA ROPE.

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AMERICA'S TOBACCO.

BIG FIGURES.

WASHINGTON, July 10th.

The Department of Commerce will shortly issue the annual report on stocks of Leaf Tobacco, etc., for 1926. According to the bulletin, 1,664,700 acres were planted in tobacco in 1926, while the production from that crop amounted to 1,323,388,000 pounds. There were imported during the year 87,905,655 pounds of leaf tobacco valued at \$60,570,123, as well as tobacco products to the value of \$8,918,492, while the exports of leaf tobacco amounted to 478,773,000 pounds valued at approximately \$137,000,000 and tobacco products valued at \$30,499,000.

The combined production of cigars in registered factories and in bonded manufacturing warehouses was 7,008,300,000; on cigarettes, 99,050,070,000; and of chewing and smoking tobacco and snuff, 415,000,000 pounds. There were 9,539,000,000 cigarettes exported during the year leaving 90,000,000,000 factory made cigarettes for consumption in the United States. Revenue collected during the year amounted to \$339,805,000. Of this total North Carolina contributed \$172,349,000; Virginia, \$40,815,000; New York, \$24,670,000; New Jersey, \$23,875,000; Pennsylvania, \$22,300,000;—*Manila Times*.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 18th.

Paris	124
New York	4.86 3/32
Brussels	34.93
Geneva	25.21
Amsterdam	12.13
Milan	89 3/16
Berlin	20.64
Stockholm	18.11
Copenhagen	18.14
Oslo	18.73
Vienna	34.50
Prague	184
Helsingfors	192
Madrid	28.74
Lisbon	27 1/16
Athens	373
Bucharest	787
Rio	6 53/64
Buenos Aires	47 15/16
Bombay	1/8 13/16
Shanghai	2/9
Hong Kong	1/11 1/2
Yokohama	1/11 1/2
Silver (spot)	25 1/2
Silver (forward)	25 5/16

THE NEW PATENT REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

See 1 for Middle Eastern. See 2 for Wood & Bone. See 3 for China. See 4 for India. See 5 for Japan. See 6 for Persia. See 7 for Russia. See 8 for Siam. See 9 for Sumatra. See 10 for Java. See 11 for Ceylon. See 12 for Malaya. See 13 for Borneo. See 14 for New Guinea. See 15 for Australia. See 16 for New Zealand. See 17 for South Africa. See 18 for Egypt. See 19 for Syria. See 20 for Iraq. See 21 for Persia. See 22 for Russia. See 23 for China. See 24 for Japan. See 25 for India. See 26 for Siam. See 27 for Sumatra. See 28 for Java. See 29 for Ceylon. See 30 for Malaya. See 31 for Borneo. See 32 for New Guinea. See 33 for Australia. See 34 for New Zealand. See 35 for South Africa. See 36 for Egypt. See 37 for Syria. See 38 for Iraq. See 39 for Persia. See 40 for Russia. See 41 for China. See 42 for Japan. See 43 for India. See 44 for Siam. See 45 for Sumatra. See 46 for Java. See 47 for Ceylon. See 48 for Malaya. See 49 for Borneo. See 50 for New Guinea. See 51 for Australia. 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[A.P.R.]

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SOCONY GASOLINE

GOVERNOR-GENERAL WOOD'S LAST PRESS INTERVIEW.

GREAT BELIEF IN FUTURE OF THE PHILIPPINE ISLANDS.

CAN GROW ENOUGH RUBBER FOR THE UNITED STATES.

ISLANDS NOT YET RIPE FOR INDEPENDENCE.

We reprint below the final Press interview (with Mr. Harry Frank) of the United Press given by the late Governor-General Leonard Wood. While convinced that the Philippine Islands are not yet ready for independence the Governor-General had the greatest belief in their economic future, notably in the matter of rubber growing.

Every word reflects his deep affection for the country and the people whom he governed so well.

WASHINGTON, July 7th. Major-General Leonard Wood, returning to the capital after an absence of six years, brought back fundamental convictions concerning the future of the islands which appear likely to sway political opinion here.

The Governor, in the course of two long interviews with the United Press before his departure for New York, presented the Philippines problem primarily as one of economics, and, in effect, challenged both his American and Philippine critics to disprove his contention that free-trade relations of the Philippines with the United States is the source of present insular prosperity and the best hope for the future economic evolution of the Philippine Islands.

No Condemnation.

The Governor several times stated that he did not condemn the Filipino people for aspiring to independence, as this was a worthy trait in any people, but repeatedly declared that in his opinion they had not yet attained fitness for independence.

When pressed for a prediction as to the probable duration of the preparatory period which would be required he avoided any definite estimate and parried the question.

General Wood, in response to questions, frankly stated that it would be his continued policy to "get the Philippines Government out of business."

"Management of corporations is more efficient under private than under governmental administration," Secretary Weeks favoured a policy in the Philippines of getting the Government out of business. I discussed the matter with President Coolidge and he supports the same policy.

The Hallgarten Offer.

In response to question whether there had been specific developments in disposing the Philippines Government properties, Governor Wood referred to the Hallgarten offer for the sugar centrals. He said that this had been rejected by the boards of directors, but that further consideration was anticipated after the terms had been revised. He also outlined the extent of the Philippines' Government holdings in sugar, railway, cement and other properties, but did not indicate any important sales projects now pending.

Agricultural Experts.

"We need funds for inspectors and also for agricultural experts. A corps of such men could do a very great good for the islands. They should especially study the tobacco, sugar, coffee and camphor production."

The Philippines Islands are potentially capable of growing all the rubber that is required for United States' consumption, the Governor said.

Rubber Possibilities.

"Evolution of the Philippines' rubber industry will probably be somewhat similar to that of the sugar industry, with large central factories, surrounded by numerous plantations, of which owners will sell their product on contract. Effort is being made to encourage the small producers and experts from Malay and Dutch Indies have been consulted."

"I believe that modification of the Philippines land law is desirable in order to promote the development of rubber culture, but in any case it will be possible to encourage production by small landholders. When the value of rubber-growing is clearly demonstrated, I believe that the Philippines

people in their own interests will favour amending the land laws."

Governor Wood expressed his view that leads to a maximum of 50,000 acres should be permitted, and that the period, including renewals, should be fifty years. He pointed out that a large rubber plantation is not likely to become a source of profit in less than ten years.

The Governor also was optimistic about the development of the sugar industry in the Philippines, which he pointed out derives an especial advantage from the freedom of the American market. He estimated the present world consumption of sugar at about twenty-two million tons, and predicted that the Philippines eventually will be able to produce from five to six millions tons annually.

Kindest Sentiment.

Throughout his conversation with the correspondents, Governor Wood spared no effort to convince his visitors that he maintained his friendliest personal sentiment toward the Filipino people, notwithstanding his unalterable conviction that the time has not come for their independence.

"Hospitality, personal kindness and an enthusiasm for education are among the finest traits of the Filipino people," he said. "All parents are exceedingly anxious for the education of their children. I think that we have to some extent over-emphasized academic training in preference to industrial education, but that is being corrected. There are fifteen thousand Filipinos in Manila colleges and universities. The Philippines has too many lawyers, and not enough doctors."

Leprosy Campaign.

The Governor indicated his great personal interest in the campaign to conquer leprosy in the islands. He said that Culeon, once known as the Isle of Despair, was now known as a place of hope. He hoped that with funds available for roads, many of the Filipinos at the colony can undertake farming. One thousand Filipinos has been cured of the "leprosy," he said. Treatment is now efficacious when applied in early stages of the disease, and affords great relief at later stages. The Governor thinks that local offices for the inspection and treatment of threatened cases of leprosy should be established at various places in the islands to prevent its spread and expedite treatment of incipient cases.

"We hope to do in the Philippines for leprosy what was done in Cuba for yellow fever," he said. "I regard this as a great constructive enterprise of world-wide value and importance."

Three Vital Points.

In commenting upon the Filipino attitude toward independence Governor Wood expressed his view that the pro-independence leaders had not sufficiently informed the people concerning the real consequences of independence. These effects, he said, would be the loss of free trade with the United States which he thought would be economically fatal; second, high taxation; and third, the necessary assumption of responsibility in international relations, which now is borne by the United States.

Declaring that the Filipinos are a prosperous, contented and happy people, the Governor called attention, with evident satisfaction, to an address by the Filipino statesman Recto in which he said that the greatest danger to independence was the growing contentment of the Filipino people.

THE FUTURE OF TIMOR.

POSSIBILITIES OF DEVELOPMENT.

CONSIDERABLE TERRITORY WAITING CULTIVATION.

An interesting article in the Portuguese paper *A Patria* of Macao describes the future of Timor in glowing colours.

The Portuguese colony of Timor, it says, has passed through a great transformation during the recent years, both social and economic. This is due to the autonomy granted by the Home Government. The territory, it is now considered, is keeping pace with her Dutch neighbour.

The exports of coffee, copra, cacao, rubber, wax and skins and the imports of textiles, materials of construction, alcohol, etc., have increased considerably during the last few years.

The business is done chiefly by two large Portuguese houses, one German and Chinese and Arab. Coffee is their principal trade. This business attracts large numbers of Chinese every year, who after concluding their season's purchases, return to Hong Kong.

There is still a considerable amount of healthy territory to be taken up and only capital is wanted.

There has been some export of rubber during the last three years. Recently a Mr. Smith, an Australian, initiated the formation of a powerful company to extend on a large scale the plantation previously cultivated by him 80,000 rubber seedlings. His untimely death, however, put an end to the scheme.

The cultivation of sugar-cane, rubber, tobacco and cotton is only possible to companies of large resources. For those who have substantial capital, however, a good return can be expected.

The internal means of communication due to the network of roads, facilitates delivery of merchandise. Coffee from the European plantations is transported to Dili by motor-lorries.

A regular monthly service is maintained by a Dutch steamer with Macassar. Another Dutch steamer maintains a similar service between Koenig, Soerabaya and Batavia, and a bi-monthly service with Hong Kong and Macao is to be initiated shortly.

The development of Timor has been remarkable during recent years but far greater developments are expected in the near future, and the Government are offering special inducements to capitalists.

The Governor highly praised General Emilio Aguinaldo for his "loyalty and spirit of co-operation." He said that Aguinaldo maintains this attitude notwithstanding his hope for the independence of the islands. It was recalled that twelve thousand Filipinos had marched in Manila parade with Aguinaldo. General Wood hopes that this Filipino leader may visit the United States, and be appropriately entertained by Spanish-American war veterans.

Visitors From U.S.

"Frequent visits of American officials to the Philippines are desirable," he said, "but when possible these visits should be sufficiently protracted to permit real familiarity with the situation. Congressional visits are also desirable but frequently have been too short. The Filipinos appreciate the interest and attention manifested by visits of important officials. I hope that Secretary Davis later may find it possible to visit the islands."

The Governor frowned upon the proposed transfer of insular affairs from the War Department to the Interior Department, which was reported recently to have secured the favour of President Coolidge. "I hope the Insular Affairs Bureau will remain under the War Department," General Wood declared. "Island affairs should be dependent on a department which would have certain power in an emergency. We can look with satisfaction at the performances of the War Department in the Philippines, Porto Rico and Panama."

The general simultaneously complimented Major-General Frank McIntyre, chief of the Bureau of Insular Affairs, and Secretary Davis for their consistent support and backing.

Governor Wood told his visitors that he expected to remain in the Philippines several years after his return there this fall.

All responsible administration officials during his visit here took special pains to assure the press their approval of Governor Wood's administration of the Philippines affairs.

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PIANOS

PHILIPPINE HEALTH SERVICES.

P.3,616,651 WANTED FOR 1929 WORK.

The appropriation requested by the Philippine Health Service for next year is much smaller than the amount allotted this year, it was learned. The Bureau was given P.3,603,412 for 1927 and it needs for 1928 the sum of P.3,616,652 only.

Of the requested sum, P.37,000 is to be spent in travelling expenses of the director and other officers of the service. For materials and uniforms for the Culeon Leprosy Colony, P.1,421,570 would be allotted. A new ambulance and refrigeration machine would be acquired for the San Lazaro Hospital. Both are to cost P.15,000.

For malaria control work, the Bureau requests a similar amount as that allotted this year, P.100,000.—*Manila Times*.

HEALTH BULLETIN OF EASTERN PORTS.

The Health Bulletin of Eastern ports for the week ending August 13th stated—

Plague.

9 deaths at Colombo.
3 deaths at Bombay.
5 deaths at Bassein.

Cholera.

125 cases at Basra, and 108 deaths.
16 cases at Mohammerah (Persia), and 12 deaths.

27 cases at Assam Province, and 22 deaths.
8 cases at Manila, and 7 deaths.
7 cases at Canton, and 4 deaths.

5 cases at Amoy.
2 deaths at Shanghai.
2 deaths at Macao.

2 cases at Tournane, and 2 deaths.
1 case at Haiphong, and 1 death.

1 case at Bangkok.
1 death at Colombo.
2 deaths at Negapatnam.

72 deaths at Madras.
13 deaths at Calcutta.
11 deaths at Bombay.

Small-pox.

1 case at Basra, and 1 death.
1 case at Nagasaki, and 1 death.

1 case at Hong Kong, and 1 death.
1 case at Menado (Celebes).

25 cases at Bandjermasin.
1 case at Sourabaya.
1 case at Singapore, and 1 death.

6 cases at Colombo, and 2 deaths.
4 cases at Madras.

6 cases at Calcutta, and 5 deaths.
5 cases at Bombay, and 3 deaths.

OUR CABARET.

Charles Chamier's "Our Cabaret," who have had a most successful season at Kowloon, will present their final revue to-day, at 9.30. It is entitled "Pot-Pourri," and promises to be as good as the previous productions. Last night "Here and There" was again presented to a large and enthusiastic house.

CHINESE AT MANILA. UNDERCUTTING FILIPINO LABOUR!

About 40 Chinese minors, believed to have been admitted here in violation of immigration laws, were discovered by the Bureau of Labour working in various Chinese slipper factories in the city. The matter has been reported to Customs Authorities for further investigation.

The discovery was made following a complaint from Filipino slipper factories that many Chinese labourers are being employed by Chinese slipper factories in Manila. The employment of this class of labourers, according to the complaint, brings about unfair competition in the slipper industry which is highly detrimental to the native factories. The Chinese labourers are paid much lower wages than the average Filipino slipper makers, it is said.—*Manila Times*.

CLUB EX-SECRETARY IN SINGAPORE.

It will be of interest to many in Hong Kong and Kowloon especially to hear that Mr. Frank N. W. Doodha who left Hong Kong recently for the South on a semi-business and pleasure trip, is settling down in Singapore. He is at present connected with a dairy farm enterprise in the Strait Settlements and hopes to return to Hong Kong next summer.

Mr. Doodha was Secretary of St. Andrew's Young Men's Club—a position that he had filled with success ever since the founding of the club. He will be missed by his many Club members, who are expecting his early return. Mr. Doodha has been selected to represent the Singapore Recreation Club as their goalie in a series of first league football matches.

He paid a visit to French Indo-China and participated in some wild game hunting with a few friends. The hope has been expressed that from the next mail a parcel of elephant's tusks might come from the popular ex-Secretary.

DURBAR AT KUALA KANGSAR.

Ipoh, August 11th.

The first annual Durbar of Rulers began at Kuala Kangsar this morning and was a severely formal matter.

The Rulers and their ladies and the High Commissioner, the Chief Secretary and four residents with their ladies were the only parties who assembled in Kuala Kangsar.

The officials and rulers assembled at the Sultan's Istana at ten o'clock, the only formality being a guard of honour drawn from the Volunteers. Afterwards the proceedings took the form of a private conference. To-morrow there will be a dinner and fish drive.

Meanwhile Sir Hugh Clifford is holding a conference with the Perak officials on Saturday morning on questions of water supply, bridges, food schemes, etc.—*Straits Times*.

PLAYING FOR HIS OWN HAND.

GENERAL LI AND CHIANG KAI SHEK.

OFFICIALS SEEKING REFUGE.

[FROM OUR CHINESE CORRESPONDENT.]

It is reliably reported that General Li Tsai Hsin, Chief of Staff of the Kuomintang Army, was one of those who forced General Chiang Kai Shek to resign, and there is, therefore, no reason for the Cantonese to expect General Li to promote the return of Chiang to Canton. General Li has been nominally a Chiang supporter, but he has actually been seeking his own appointment as head of the armies in Kwangtung, Kwangsi, Yunnan, and Kweichow. General Hsu Chung Chi, the commander-in-chief in Canton before Chiang ousted him, is being mentioned by opponents of Li as the future head of military affairs in Kwangtung.

Pending the settlement of the party and personal issues between Nanking and Hankow, the Canton Administration is paralysed and practically all leading officials who were appointed at the recommendation of Chiang are now taking a "leave of absence" from Canton. Chinese hotels at Macao and Hong Kong are the scene of many political conferences where offices are being provisionally apportioned on the assumption that the present holders will soon be out of power. A number of Cantonese officials have been in Hong Kong for the last few days awaiting passages for Shanghai. They were all very silent concerning the present situation.

It generally expected in Canton that the Hu Han Min clique of politicians, Hu being a former Canton Governor and a Kuomintang leader with a considerable following, will not be in power very much longer. Hu's men returned power in Canton three months ago when the Nanking Administration set up in opposition to that of Hankow. Gao Ying Fan, Tseng Yung Po, Li Wen Fan, all Hu's supporters, spent last week-end at Macao so as to avoid a possible coup d'état; but luckily for them the opponents of Chiang did not act. These officials are not likely to be seen in Canton until the question of Chiang's position is settled. Several have made their way to Wuchow, where a conference of military and civil officials of Kwangtung and Kwangsi, was held on August 18th.

Relatives of Dr. C. C. Wu holding offices in Canton and Swatow are leaving, fearing also the resignation of Dr. Wu, who is a Chiang Kai Shek man.

Owing to the opposition to the luxury tax by the merchants in Canton, some having decided to oppose it openly, the authorities done nothing to enforce the levy. Many high officials are being affected by changes in Nanking, and there is no one in a strong enough position to enforce an unpopular law.

MILITARY MOVEMENTS.

It has been decided to withdraw the Cantonese "anti-Red" troops from Hunan, as in future they will co-operate with General Tang Seng Chi of Hankow. The Cantonese troops in Kiangsi will not be withdrawn until General Chang Fsi Kuic and Chu Pei Toh decide to support the re-union of Nanking and Hankow.

General Li Chung Jen of the 1st and 7th Corps of the Kuomintang army now in Nanking is asking the Canton military authorities to despatch the 4th Corps from Canton to Nanking by way of Kiangsi to assist in the defence of Nanking. The 1st and the 7th Corps hope to continue to resist the return of Sun Chuan Fang to power in Kiangsu and Chekiang.

(Continued on next column.)

EAR-RINGS HIDDEN UNDER TONGUE.

INGENIOUS YOUNG THIEF AND LIAR.

DISBELIEVED AND CANED.

A 19-year-old Chinese who stole a pair of earrings from a woman and hid them under his tongue was charged with the theft yesterday at the Central Magistracy.

The woman said that she was walking in Lee Tung Street, Wanchai, on Thursday afternoon, when she felt a slight tug on her ears. She put her hands up and found that her earrings were gone. She saw the defendant running and chased him. A constable who was attracted by the woman's cries eventually caught the youngster.

Inspector Macdonald said that when taken to No. 2 Police Station, the boy was searched but the earrings were not found on his person. When he was questioned he spoke with difficulty. The Police became suspicious and when they forced his mouth open the earrings were found beneath his tongue.

The boy said that he usually made his living by carrying banners in Chinese processions. On Thursday he met a man who invited him to a tea-house, and after tea the man suggested to defendant that he should go and steal things for him. He at first refused, but when the man demanded the refund of the money which he had spent on the tea and cakes, he complied with the suggestion.

Remarking that the lad had told a "wonderful story," but that it was not convincing enough, The Magistrate (Mr. R. E. Lindsell) ordered him to undergo 48 hours' detention, and to receive 15 strokes with the cane.

CANTONESE SOLDIERS SEIZE JUNK.

RANSOM OF \$4,000 DEMANDED.

News of the seizure by Chinese soldiers of a passenger ferry junk which plies between Hong Kong and Shekpi, in Chinese territory, has been received by the authorities here from another junk.

The junk, *Hingcheung* by name, left this port at 4 a.m. on Wednesday and was seized by Chinese soldiers when she arrived at Shekpi the same evening. It is stated that six of the soldiers were in uniform, but the others, apparently officers, were in multi.

The news was conveyed here by the *Li Sing*, which belong to the Company which also owns the *Hingcheung*. The former left here on Thursday for Shekpi, but turned back to Hong Kong having been warned by the crew of a large sampan, which had been despatched to let them know of the *Shekpi* occurrence. The passengers of the *Li Sing*, numbering over one hundred, were transferred to the sampan, and the *Li Sing* came back to Hong Kong.

It appears that the soldiers will not allow the crew to leave the *Hingcheung*, and have demanded ransom of \$4,000. No reason has been given for the detention of the *Hingcheung*.

PIRATES AND BANDITS COME TO THEIR OWN.

During the present political chaos, the pirates and bandits who are next in succession to the military as regards the political power are having the time of their lives. On Wednesday the shipping merchants of the Three River districts held a meeting in Canton to discuss the question of a joint convoy, in place of the military and police protection which has never been of any real service; but so far no active steps have been taken. The Administration always objected to volunteer and co-operative service which usually does better than the troops who insist on exacting a protective fee from the vessels but provide no real protection. All the 250 regular freight and passenger junks plying the West River waters now have to pay tribute to two pirate chiefs—Yuan Kung and Lee Yan.

Much inconvenience is being caused along the West River by the refusal of the *Tai Ming*, *Kongning*, and *Suning* to touch Dosing and nearby places. The bandit-troops on the West River near Dosing have been interfering with British shipping, and petty officials have made attempts to exact fines from the vessels at the same time.

105 DAYS IN CAPTIVITY.

KIDNAPPED BY TREACHERY.

ORDEAL OF CHINESE DOCTOR AND YOUNG APPRENTICE.

An amazing story of the abduction of a boy and a well-known Chinese doctor of Hong Kong was told to the Magistrate (Major C. Willson) at the Central Magistracy yesterday. Both were kidnapped last November, and liberated nearly four months later only on payment of large ransoms. They are Chan Lai Chuen, a doctor and Government school teacher of 114, Main Street, Apli Chau; and Hui Shing, a young apprentice of Shamshui-po. Two men are charged with the abduction.

The facts of the case are that on November 19th, 1926, a woman visited the doctor's house at a late hour and asked him to attend a sick man on board her junk. He was reluctant to accompany her so late at night, but she pressed him and he went with her down Main Street to the foreshore, where a sampan was waiting. In the sampan were two men—the first and second defendants.

The doctor was rowed out to a junk that lay at the back of Tin Wan in Aberdeen harbour. At the bidding of the first defendant he climbed on board the junk, and was then told that the sick man lay in the hold. The doctor found the man wrapped in a quilt, and bending down to feel his pulse, was seized by the throat. The supposed invalid sprang to his feet and pointed a mauser pistol at the doctor while the first defendant tied him up.

The junk got under way soon afterwards, and three hours later the doctor asked his captors to release him. They consented to allow him on deck, but he was watched all the time by the man with the pistol. The boat put in at Lan Tau island, and after remaining there for two days, set off again.

Over 30 Other Captives.

During the voyage of five days, the first defendant supplied the doctor with food. When they arrived at a place called Sui Ho Chung the dinghy was lowered and three men, including first defendant, went ashore. Later they returned accompanied by five others armed with mauser pistols, and taking Dr. Chan, they marched him off to Sui Ho village, a considerable distance from the shore. At the village he was thrust into a large meshed in which were 30 other captives, and from there he was removed to another meshed at some distance containing four men and four women, also captives. During his captivity he saw the first defendant several times. About eleven days after his arrival another captive was brought to his meshed—the second complainant, Hui Shing.

For 105 days the men were held captive in the meshed, and during that time the doctor was compelled to write several times to his people in Hong Kong for ransom. He was liberated in March last after his relatives had paid a ransom of \$1,700, two dozen single, and two tins of opium. He had been in captivity for four months. The doctor's younger brother negotiated with the alleged bandits for the transfer of the money.

Apprentice Taken By Same Device.

The young apprentice was captured by a similar device. The defendants took him to their junk on the pretext of finding work for him. He also was taken to the robbers' den at Sui Ho Chung and kept a prisoner there until last March. Before the alleged robbers would release the lad, his father had to pay them \$300.

The first defendant was arrested soon afterwards and handed over to the Hong Kong police. The second defendant was arrested on June 4th aboard a fishing junk at Chang Chau. Two revolvers were found on the boat.

An identification parade held by the police on June 20th Doctor Chan picked out the first defendant without a moment's hesitation, and at a later parade he identified the second defendant. At the same parade Hui Shing identified the first defendant as the man who took him to the den of the alleged kidnappers.

After Dr. Chan Lai Chuen had given evidence the hearing was adjourned.

MONEY FOR JOSS.

SHIPYARD MASTER THREATENED.

A GUILD WARNED.

Two men who demanded from the master of a shipbuilding yard at Shaikwan 24 cents a day per man to buy joss sticks and oil for the shrine at which they worshipped, were charged at the Central Magistracy yesterday with demanding money by menaces and with intimidation at Apli Chau on August 5th.

Mr. D. McCallum defended. It was stated that the complainant, Tsu Shing goes to Aberdeen regularly to construct and repair junks. He refused to pay the 24 cents a day for each man demanded of him by the defendants, but agreed to make a contribution of \$1 to their guild fund. He ran away when the defendants threatened to seize and strangle him. The defendants were later arrested.

The Magistrate (Mr. R. E. Lindsell) said he was quite satisfied that the defendants had indeed used threats to induce Tsu Shing to part with more money than he intended to give.

The first defendant was fined \$25 and the second \$10. Both were bound over to be of good behaviour for one year in \$100 each.

His Worship (to defendants): You must understand that such action on the part of any members of the Guild makes that guild unlawful. If you carry on these practices you will find your organisation proscribed. I do not believe that many of you allow people to pay what they like.

A QUARREL IN MOON STREET.

STRUCK WITH A BRICK.

A Wanchai Chinese was charged at the Central Magistracy yesterday with assaulting another in Moon Street.

The complainant said that defendant engaged him to carry something in, and eventually avoided payment by putting him off until the following day. When the complainant again went for his money, he was set upon by the accused and six other men. He was struck on the head with a piece of stone and a brick. In spite of the odds against him, the complainant hung on to the defendant.

Defendant said that complainant tried to borrow some money from him, and when he refused the loan the complainant abused then struck him. He struck back, the complainant fell and injured his head.

Mr. Lindsell ordered the defendant to pay \$2 compensation. He was also required to sign a bond in the sum of \$50 to be of good behaviour for 12 months.

SOMEBODY TELLING LIES.

PICK POCKETING CHARGE DISMISSED.

A man who was alleged to have picked another man's breast pocket from behind was discharged on a statement by the defending solicitor (Mr. A. E. Hall) that if defendant had attempted to reach the breast pocket from the back, he would have kicked the complainant in the back. A demonstration was given in court.

The defendant was charged at Kowloon Magistracy yesterday with attempting to steal \$18 from a travelling trader.

Complainant said that while he was walking in Reclamation Street on Thursday he felt a tug at his breast pocket. He immediately grasped the hand that he felt on his shoulder, and as he did so a bundle of notes fell from it to the ground.

When the defendant was seized, he picked up the notes and restored them to the complainant.

Witness denied that defendant picked up the notes from the ground to restore them after they had dropped from complainant's pocket.

CORRESPONDENCE.

LIFE-SAVING.

[TO THE EDITOR OF "THE HONG KONG DAILY PRESS."]

Sir,—I notice from the newspapers that during the past two or three days there have been no less than three cases of attempted suicide in Hong Kong harbour and, in each case, the rescuer was a Chinese of the working class.

It is a well-known fact that among the uneducated class of Chinese generally, there is a strong aversion owing to superstitious reasons from making any attempt at saving a drowning person, and I wonder whether the commendable action of the three men referred to will receive any recognition.

I was an eye-witness of the case which occurred on the 11 a.m. ferry from Kowloon on Wednesday, the 17th, "The Solar Star." The woman had no sooner jumped overboard, than a seaman named Wong Sang, one of the ferry's crew, plunged in after her; no doubt, had it not been for the quickness of thought and action of this seaman, the woman must have drowned. In my opinion, this was not a case which could warrant a recommendation for a medal of the Royal Humane Society, as the man was a powerful swimmer, a lifebuoy had been simultaneously thrown out, and he apparently knew how to go about saving a drowning person, but his promptitude, his praiseworthy spirit and courage are certainly deserving of some recognition or reward.—Yours faithfully,

F. C. MOW FUNG.

Hong Kong, August 19th, 1927.

J. KRISHNAMURTI.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I noticed in your issue of August 18th an article concerning the above and the Order of the Star in the East, which is a more or less correct statement of the facts, although there are a number of minor sensational, exaggerations and details not answering the actual facts. I leave these alone. What I, however, wish to correct, is the following:—The article stated:

"The gospel he (J. Krishnamurti) will preach is a sort of simplified eclecticism, being a mixture of the principles of Christianity, Confucianism, Buddhism and Mohammedanism," and that "laughter, fun and jollity form an important part of his teachings."

It is my personal opinion, and that of many thousands of earnest persons among all the great religions, and among all the races and nations of the world, that the disciple Krishnamurti is in ever increasing measure being overshadowed by the Presence of the Christ, the Teacher of Angels and of Men, the World Teacher, Whose near Coming is proclaimed by all great religions of the world, and that the Christ is giving out through the disciple Krishnamurti, as of old through the disciple Jesus of Nazareth, a new revelation of Divine Guidance for the salvation of Humanity.

The justification for the above lies in the fuller knowledge about His Coming and, not lastly, in the teachings itself. It might, therefore, interest your readers to know that the greater part of the words spoken by the disciple Krishnamurti at last year's Star Gathering at Ommen, Holland, which was attended by over two thousand Star Delegates from all the ends of the world, has appeared in book form, and can now be had from the local book-sellers, Messrs. Kelly and Walsh, Ltd. This book was eagerly awaited by many thousands of thoughtful people in every land, who look to its Author as to one who bears a unique Message to the whole world in its hour of sore need.—Yours, etc.,

HERBERT E. LANEPART.

Hong Kong, August 20th, 1927.

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ROOM BOY STEALS SOLDIER'S WATCH.

DEFIES THE SERGEANT BUT CONFESSES TO POLICE.

A room boy who stole a soldier's watch and hid it behind a loose brick in a fireplace was sentenced to six weeks' hard labour by the Magistrate (Major C. Willson) at the Central Court yesterday.

Gunner Milson, R.A., said that when he came off guard duty on Thursday morning he went to wash his hands, leaving his gold wrist watch on a table in his room. The watch was not there when he returned. The only person in the room at the time was the defendant, who said he knew nothing about the watch. Witness reported to the quartermaster sergeant, who told the defendant to hand over the watch within 15 minutes or he should send for the police. Defendant still maintained his stubborn denial, so the police were summoned.

Sergeant MacDonald and a Chinese detective saw the defendant, and after a few minutes with him the defendant led the way to the basement and showed the watch behind a loose brick in the fireplace.

A CALENDAR ACQUITTA.

PROSECUTION'S MOON THAT WASN'T THERE!

The Supreme Court, Manila, has acquitted Moro Hajan of having beheaded another Moro, Munigan. The Court of First Instances of Sulu found Hajan guilty of murder, and sentenced him to life imprisonment.

On appeal the veracity of the testimony of Masturi and Jamnang, Moros, principal witnesses of the prosecution in regard to the existence of a moon "that was shining in great splendour" at the time of the commission of the crime, was brought to the attention of the high tribunal. The prosecution witnesses assured the Court that there was a moon. On the other hand, the accused testified that there was no moon. To decide the point of controversy, an almanac was produced, and to the satisfaction of the Court, it was shown that there was really no such moon "but total blackness over the scene." On the strength of this fact, the Court revoked the judgment of the Lower Court, and acquitted the defendant. *Manila Times.*

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Quantity of Spare Parts for BUICK, CADILLAC, OLDSMOBILE and GARRARD Trucks.
Quantity of Machinery comprising:—
Lathes, Drilling Machines, Electric Light Plant, Battery Charging Plant, Electric Air Pump, etc.
Quantity of Office Furniture and Equipment.
Further particulars given and inspection arranged on application to Undersecretary.

A. RITCHEY

c/o Liquidator,
Low, Bingham & Matthews,
5135] 3, Queen's Road Central.

IN THE MATTER OF THE COMPANIES ORDINANCES.
1911-1925.

IN THE MATTER OF TROLLOPE & COLLS (FAR EAST), LTD.
(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911 that a GENERAL MEETING of the MEMBERS of the above-named Company will be held at the Office of the Liquidator, CHARTERED BANK BUILDING, Victoria, Hong Kong, on SATURDAY, the 24th day of SEPTEMBER, 1927, at Noon, for the purpose of having an Account laid before them, showing the manner in which the Winding Up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidator thereof, shall be disposed of.
Dated this Eighteenth day of August, 1927.

JOHN FLEMING, c/o Liquidator.
5135]

HONG KONG DAILY PRESS.

CHANGE OF ADDRESS.

THE BUSINESS OFFICES OF THE HONG KONG DAILY PRESS have been REMOVED from 1A, CHATER ROAD to

11, ICE HOUSE STREET,
(Corner of BATTERY PATH)
(Opposite NATIONAL CITY BANK of New York).

Telephone: C. 12.
Night: C. 4511.

PRINTING WORKS:

PERCIVAL STREET,
WAN CHAI.
Telephone: C. 4511.

JERSEY LADIES' COLLEGE.

HEAD MISTRESS:—
Miss E. WAINWRIGHT, M.A., LONDON

GIRLS' PUBLIC BOARDING SCHOOL with Preparatory Department. Climate specially suited to Colonial children. University Examinations: Fees Moderate. For information about Entrance Scholarships apply to THE HEADMISTRESS, LADIES' COLLEGE, JERSEY, U.K.

HONG KONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE.

"FUN O' THE FAIR"

IN Connection with the FAIR an Arts and Crafts Competition will be held, for which Prizes of the Value of \$10.00, \$5.00 and \$2.50 will be given.
Any Handmade Article of any kind may be entered, provided that it is the work of the hand, and that the materials used, which may be of any kind, do not cost more than 50 Cents.
Entries to be sent on or before 18th SEPTEMBER to

Miss F. C. WOO,

St. Paul's Girls' School,
Macdonnell Road,
and must be accompanied by a detailed statement of the materials used and their cost.

Entries will be judged by Mrs. J. PEARSON and Mrs. B. H. KOTWALL.

The Articles will be Sold at the "FUN O' THE FAIR" on OCTOBER 1st.

INTIMATIONS.

INSURANCE AGENCY.

First Class British Insurance Company Requires AGENTS in HONG KONG and CANTON for the Transaction of Fire Business. Communicate with CHINESE POST OFFICE Box No. 1655, SHANGHAI. [5224]

HONG KONG FOOTBALL LEAGUE.

APPLICATIONS for Admission to the above League must reach the Undersecretary on or before the 31st AUGUST accompanied by the Entrance Fee of TWENTY DOLLARS. No Club can be admitted to the League unless affiliated to the Hong Kong Football Association.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233. [5207]

HONG KONG FOOTBALL ASSOCIATION.

APPLICATIONS for Affiliation to the above Association must reach the Undersecretary by the 31st AUGUST accompanied by the Necessary Fee of TWO DOLLARS. Newly affiliating Clubs ONE DOLLAR Entrance Fee Extra.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233.

HONG KONG FOOTBALL ASSOCIATION.

REFEREES AFFILIATION.

APPLICATIONS from Qualified Referees for Affiliation to the above Association must reach the Undersecretary by the 31st AUGUST accompanied by the Annual Subscription of ONE DOLLAR.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233. [5208]

BY ORDER OF THE OWNER.

PUBLIC AUCTION

OF THE UNDERMENTIONED

VALUABLE PROPERTIES,

Situate in the NEW TERRITORIES in the Colony of Hong Kong: **NEW KOWLOON INLAND LOT No. 53**, on which is situated the **TAI WAN GLASS FACTORY.**

This Lot is situate at KOWLOON BAY.

A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES.

LOT Nos. 5809 and 5818 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots).

To be Sold

PUBLIC AUCTION

ON

THURSDAY, the 15th SEPTEMBER, 1927, at 3 o'clock P.M.

IN FOUR LOTS

by

MISSERS LAMBERT BROS., Auctioneers,
AT THEIR

SALES ROOM,

No. 8, DUNDRELL STREET, HONG KONG.

For further Particulars and Conditions of Sale, Apply to—
MISSERS HASTINGS, DENNIS and BOWLEY,
Vendor's Solicitors,
8, DES VOEUX ROAD CENTRAL,
OR TO
MISSERS LAMBERT BROS.,
The Auctioneers,
No. 8, DUNDRELL STREET,
Hong Kong, 18th Aug., 1927. [5233]

STAR THEATRE

FINAL NIGHT

THE NEW

OUR CABARET

CHARLES CHAMBER'S
REVUE COMPANY OF TEN
LONDON ARTISTES

TO-NIGHT

AT 9.30

"POT POURRI."

BOOKING AT MOUTRIES AND THE STAR THEATRE

PRICES: \$3, \$2 AND \$1.

INTIMATIONS.

NOTICE.

MONIES UP TO \$100,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.
Apply: MESSRS. DEACONS, Princes Buildings.
5134]

SHARES IN CHINA UNDERWRITERS, LTD.

WILL the Present HOLDER of the following Shares in the above Company which are registered in My Name please Communicate Without Delay to the Undersecretary, c/o CHINA UNDERWRITERS, LTD., St. George's Building.

Certificate No. Shares Nos. No. of Shares
1014 212126/210625 500
1015 210526/230125 500
1016 230126/230625 500

KAM FAT LAY,
Hong Kong, 11th Aug., 1927. [5211]

FOR SALE.

YAWL Rigged Yacht, "VIKING" by "DOROTHY L." Built in Shanghai 1918. Teakwood Throughout. Length Over-all 45 Feet. Beam 14 Feet. Draft 7 Feet. About 18 Tons Gross. Splendid Accommodation with Five Comfortable Beds, Galley, Lavatory, and Crew's Quarters. 2 Anchors, 60 Fathoms Chain and Dingy, Sails and Standing Rigging. Price: \$4,000.—Apply to: JOHN O. OSWALD Vice Consul, Box No. 104, P.O. Box 104. [5185]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT Roomed HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTEAD & DAVIS, ALEXANDRA BUILDING. [4776]

TO LET.

FIVE Roomed HOUSE, No. 49, in GRANVILLE ROAD, KOWLOON, with Flush and Sanitary Conveniences.
Apply to:—
SPANISH DOMINICAN PROCUSSION,
Phone: No. 21 C.
5135]

WANTED—5/6 Roomed HOUSE. Lease. Mid-level or near PEAK TRAM preferred.—Apply Box No. 5121, c/o Hong Kong Daily Press. [5121]

ROOMS—Hong Kong, Kowloon, single, double, flats furnished or unfurnished. Flat for disposal with furniture. House \$20/\$30,000 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630.

TO LET.

OFFICES & GODOWN

IN NEW BUILDING.

BEST SITUATION.

AT THE

BANQUE DE L'INDOCHINE.

5, Queen's Road Central. [5206]

TO LET

OFFICES

STEPHENS' BUILDING,
67/69, DES VOEUX ROAD

CENTRAL,

AND

PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD. [52]

INTIMATIONS.

ON

SPECIAL SHOW

The Toilet

Preparations

of

ELIZABETH ARDEN

LONDON.

A. S. WATSON & CO., LTD.

HONG KONG.

ACKNOWLEDGMENT.

Miss Iris TROXNILL wishes to convey her thanks to the many friends who have so kindly expressed their sympathy with her in her bereavement. [5238]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 19th, 1927

A HONG KONG RESIDENT AT HOME.

It does not require keen vision. writes a Hong Kong resident now on holiday at home, for the returned exile to England to realise that the railways are in the throes of a struggle from which they will find it difficult to emerge successfully.

The competition of the motor 'bus is such that trains are at present running practically empty. Except along the great stretches from London to Edinburgh or London to Glasgow.

The whole face of England is literally covered with these huge vehicles which traverse enormous distances at speeds which are not much behind the ordinary slow train and at prices which the railway companies cannot yet touch.

About one hundred years ago the canals of England were in a flourishing financial condition, for they were the cheapest and best means of transporting produce from one centre to another.

With the advent of the locomotive, however, they gradually declined in importance until now they are regarded as a relic or a curio lingering in an age which has little practical use for them.

Is the same fate to be meted out to the railways? Those who hold the shares which it must be remembered still enjoy the prestige of Trustee stock, are very

gloomy about the future. Some of these shares which only a few years ago were quoted at £140 are now to be obtained for £70 and there is the prospect of a still further decline.

In a sense the competition is rather unfair for the companies in the past have had to buy their own land, and construct their own private roads, whereas the motorist has had the roads provided for him by the community. The railways have not only to maintain the tracks created by their own capital, but, in addition, have to pay ordinary rates and taxes which to a certain extent subsidise their rivals. Practically the only capital outlay of the motor 'bus company is for the purchase of vehicles.

The inestimable advantage of the 'bus, of course, is that it invariably traverses the routes along which, or very near to which, people live so that they can always alight somewhere near their residences. Further, they travel along dustless roads which wind through the most pleasing part of the country side—a country side which for sheer beauty is incomparable, and unsurpassable in any other part of the world.

From the point of view of convenience, economy and pleasure, the motor has great advantages over the railway; and for these reasons the third class passenger is deserting the train at any rate throughout the summer months. The first and second class passengers have already done so for motor cars are now cheap and infinitely more comfortable and sociable than a railway carriage.

It might be argued that the railways will always hold their own in the transport of minerals and goods. This, unfortunately, is not the case as is exemplified in the case of a merchant who recently wanted goods distributed in the provinces from London. He invited tenders from motor haulage contractors and found that he could get his produce transported and delivered at a cost of £125 as against £240 which the railway companies required. Unless, therefore, the railways can reduce their charges very drastically, by lowering overhead expenses, and by introducing other severe economies, the outlook is far from bright.

In the meantime the cost of moving about now in England is, if one cares to take advantage of the new means, even lower than in pre-war days. When we think of the Peak Tram fares, and rickshas fares in Hong Kong, we are tempted to inform the motor 'bus people in England that there is great scope for their activity in Hong Kong and Kowloon.

Two Chinese cases of enteric fever were reported on Thursday.

There will be a sitting of the Bankruptcy Court at the Supreme Court this morning, in respect of Chinese firms.

The Band of the Queen's Royal Regiment will play prior to and during the service at St. John's Cathedral to-morrow evening.

The "Annie" Club are giving a tea-dance in honour of Mr. Lum Po Wah, the noted Australian Chinese tennis player, this afternoon.

The South China Athletic Association are giving a farewell reception at their rooms at China Building to-night to their members who are leaving on the *Tenyo Maru*, on Monday as delegates to the Far Eastern Olympiad.

Another open-air concert at the Kowloon Dock Bathing Beach, in aid of funds for a swimming gala for the Service at the end of the swimming season, will be given to-morrow afternoon, 5 o'clock. The Northampton Regimental Band will play.

Among the passengers disembarking from the *a.s. Kavalpindi* from Shanghai yesterday were Capt. H. F. Bloxham, of the Hong Kong Police Force, and Flight-Lieut. Howell.

As the result of being knocked down by public motor car No. 439 in Connaught Road West on Thursday afternoon, a Chinese suffered injuries to his head, arms and body which necessitated his removal to the Government Civil Hospital.

With driving motor cycle No. 1029 in Queen's Road West at 10.30 on Thursday morning, Mr. J. R. Jenkins, of the Hong Kong Amusement, Ltd., knocked down an old Chinese woman who was injured in the arm. She was taken to the Government Civil Hospital.

The Criminal Sessions for August open on Monday at the Supreme Court. There are only two cases on the calendar. One concerns a Chinese charged with robbery by two or more, and the other case is in respect of two Chinese charged with bribery, and alternatively with offering a bribe.

A fine of \$600, or in default four months' hard labour, was imposed yesterday morning on a Chinese who was arrested the previous day in Water Street in possession of seven tins of prepared opium. The man's record showed that he had served several previous terms of imprisonment for opium offences.

Blasting at Morrison Hill on Thursday afternoon caused a large fragment of rock to drop from the hillside on to Morrison Hill Road. A ricksha coolie who was passing at the time was struck and sustained injuries to the arm. He was moved to the Government Civil Hospital. One of the shafts of the ricksha was broken.

"By far the cleverest series of advertisements I have ever encountered," was the comment of Armand T. Grove, an advertising expert of London, when discussing the advertising series now being used in the Orient by the Dollar Steamship Line and American Mail Line. "The advertisements," he said, "have wondrous pulling power. The short pithy sentences and the terseness of the text is of a character which spells success in advertising. I must comment on the illustrations accompanying the text. These show things as they really are, aboard a Dollar liner. They hold out to the traveller visions of delightful voyages across the Pacific—visions which are always fulfilled."

THE TYPHOON.

COMING TO HONG KONG?

GALES AND HEAVY RAIN.

A telegram received by the American Consulate-General from the Manila Observatory yesterday morning at eleven o'clock, stated that the typhoon was then near or over Aparri, moving W.N.W., which means that it was heading for Hong Kong.

The later Royal Observatory report stated that the typhoon was near Aparri, and was then threatening the coast between Hong Kong and Amoy this morning.

The weather forecast then given out was "N.W. winds, possibly increasing to a gale; fair at first, overcast, with rain, later."

At 10.30 yesterday morning the typhoon was in Lat. 19deg. N., Long. 121deg. E. The radius was 60 miles, but the intensity was unknown.

No. 1 local signal was hoisted during the morning.

The typhoon is now expected to strike the Colony this morning, or in other words the worst should be over by the time this is in the hands of our readers.

As usual junks and native craft made for shelter as the day progressed yesterday. The temperature went up to over 90 and humidity was also high. It was a day of stickiness, especially for those not yet inured to the climate and many a move was made to the ice-chest.

LAST NIGHT'S REPORT.

The latest weather report, forecast, and remarks—issued by the Royal Observatory at 5.50 last evening, states:—

An anticyclone covers Korea and S.W. Japan. At 3 p.m. this afternoon the typhoon was in about Lat. 20deg. N., Long. 119deg. E., moving W.N.W.

Local Forecast:—N.W. winds, veering to N.E., increasing to gale force, cloudy, overcast, rain later.

THE C.N.C. DISPUTE.

NO CHANGE IN THE POSITION.

So far there appears to be no sign of any re-opening of parleys between the China Navigation Co. and the representatives of the officers at Shanghai, although it has been rumoured that many officers have expressed a desire that some effort should be made to start fresh negotiations, and others, it is said, as already stated, this week, are ready to accept the Company's terms.

The deadlock still continues and what the next step will be yet remains to be seen.

The *a.s. Shantung* is announced to sail to-day for Shanghai. The other steamers previously mentioned as resuming their respective runs have already left this port.

The following appears in last Saturday's *Shanghai Times*:—

To-day marks the 44th day that the floating staff of the China Navigation Co. have been on strike and there appears to be no possibility of a settlement of the dispute in the immediate future. The local agents for the Company, Messrs. Butterfield & Swire, said yesterday that they had no statement to make in reply to that published at the instance of the Guilds yesterday.

The only development has been the arrival of five of the Company's fleet from Swatow where they had been tied up since the strike commenced on June 30th. The vessels which arrived are the *a.s. Nanning*, *a.s. Newchwang*, *a.s. Kwangsi*, *a.s. Hupoh* and *a.s. Kanchow*. These ships are to be tied up by the Company at Shanghai until officers are obtained to re-commission them for service.

The vessels were brought to Shanghai by officers of the Company who refused to join the strike.

VISCOUNT GORT'S NEW POST.

[THROUGH ROUTE'S AGENT.]

LONDON, August 18th.

Viscount Gort, V.C., has been appointed General Staff Officer, First Grade, of the Fourth Division, in succession to Colonel B. B. Crozier, as from November 4th.

Passes Through Colony.

Viscount Gort, arrived in Hong Kong yesterday morning by the *P. & O. Rawalpindi*, on which vessel he is proceeding to Marseilles.

[Lieut.-Colonel Viscount Gort, V.C., D.S.O., M.V.O., M.C., of the Grenadier Guards, was the Chief of Staff to Major-General John Duncan, commander of the China Defence Force, and is the sixth of the title. Educated at Harrow and Sandhurst, he entered the army in 1905, at the age of 19. His very distinguished service during the late war was with the Grenadier Guards, and it was when leading the First Battalion, in 1915, that he won the Victoria Cross.]

ADVANCE BOOKINGS FOR HONG KONG.

The latest P. & O. advance passengers lists give the names of the following persons booked for Hong Kong. On the *Manitua*, sailing from London on October 7th:—Mr. and Mrs. C. E. F. Beavis, Mr. and Mrs. L. C. F. Bellamy, Mr. A. W. Barclay, Mr. and Mrs. W. H. Bell, Mr. and Mrs. E. W. Carpenter and Miss Carpenter, Mr. and Mrs. S. B. B. McElderry, Mr. and Mrs. C. E. Mott and Mrs. W. E. L. Shenton. On the *Kashgar*, sailing from London on October 20th:—Mrs. C. C. Luard and Miss H. Luard, also Mr. and Mrs. G. F. Nightingale, and Mr. J. C. Fletcher. On the *Morea*, sailing from London on November 4th, Sir Henry and Lady Pollock, Mr. Peoples, Mr. and Mrs. J. Reiston and Mr. J. Shevan. Sailing on the *Devanah* from Hong Kong on November 17th, Capt. and Mrs. P. L. G. Cunningham and Capt. and Mrs. J. T. Ather. Sir Henry Gollan (the Chief Justice) leaves on the boat prior to the *Manitua*, the *Macedonia*.

MARTIAL LAW IN SHANGHAI FRENCH CONCESSION.

NANKING'S FOREIGN MINISTER TO CONFER AT KIUKIANG.

PREPARING FOR A CONFERENCE BETWEEN NANKING AND HANKOW LEADERS.

CHIANG KAI SHEK TELEGRAPHS THE REASONS FOR HIS RESIGNATION.

MARSHAL CHANG'S MILITARY PREPARATIONS.

BOMBARDMENT OF NANKING STILL PROCEEDING: SOUTHERNERS FAIL TO RETALIATE.

Dr. C. C. Wu, Nanking's Foreign Minister, has gone to Kiukiang to attend a preliminary conference, in preparation for an impending conference between Nanking and Hankow leaders.

Chiang Kai Shek has telegraphed "his regrets" to the Nanking Government "for his inability to complete the Revolutionary Expedition." He says nothing about returning to the fold. His return would, of course, mean the instantaneous withdrawal of the Hankow troops from co-operation with the defeated Nanking troops. The Kuomintang is evidently in a deplorable fix.

For some unexplained reason, martial law has been declared in the Shanghai French Concession. It is interesting to note that the Chinese military authorities in the adjoining Native City immediately followed suit, "ordering strict military vigilance over all strategic points."

SHANGHAI FRENCH CONCESSION.

(Wah Tsz Yat Pao.)

SHANGHAI, August 19th.

The Shanghai French Municipal Authority declared martial law over the French Settlement since the evening of the 18th inst. Barbed-wire and sandbags have been placed along the borders of the Settlement and after 10 p.m. all gateways leading to the Chinese native district are closed.

The Chinese military authority in the native city of Shanghai, simultaneously ordered strict military vigilance over all strategic points. Various rumours are rampant. A large number of Chinese in Chapei are flocking into the Foreign Settlements.

The Northerners under Sun Chuan Fang bombarded Nanking and Shikwan on the 17th inst., the Southerners offering no resistance. The defeated Southerners on the northern bank of the Yangtze have retreated southwards to different places. On the 17th inst. fully 600 wounded soldiers arrived at Chinkiang.

THE DICTATOR'S WARLIKE ACTIONS.

(Wah Tsz Yat Pao.)

SHANGHAI, August 19th.

Marshal Chang Tso Lin ordered a number of Kirin and Heilungkiang troops to be despatched to Southern Chihli and also transported two trainloads of ammunition and other military equipment to Peotingfu with a view to start an offensive against Feng Yu Hsiang at any moment.

DR. C. C. WU GOING TO KIUKIANG.

(Wah Tsz Yat Pao.)

SHANGHAI, August 19th.

Dr. C. C. Wu, in representing the Nanking Government, will proceed to Kiukiang to attend a preliminary conference in preparation for the coming conference between Nanking and Hankow leaders.

HANKOW'S CURRENCY.

[NAVAL WIRELESS.]

HANKOW, August 17th.

The sale of rice is being refused owing to currency difficulties leading to one store S.A.D. No. 1 being looted. Kin-Han Railway reported cut about 25 miles North of Hankow by General Wei Yi Sam. Government has permitted circulation silver under certain conditions and ordered certain taxes to be paid in silver.

Southern Troops For Nanking.

WUHU, August 17th.

General Wang Fu and part of 7th Army have proceeded to Nanking. The remainder of 7th Army are to follow.

WUHU, August 18th.

The main body of troops have left for Nanking.

WHAT THE NEW YORK PAPERS PRINT.

IMMENSELY IMPRESSED BY MAYOR WALKER'S RECEPTION.

SAY HE WILL RIDE IN LORD MAYOR'S COACH.

[REUTER'S AMERICAN SERVICE.]

New York, August 19th.

Alongside the "long" accounts of the unremitting search by forty warships and seaplanes for the missing Honolulu fliers, the papers are splashing copious accounts from London correspondents of Mayor Walker's activities in England.

An immense impression has been created by the cordiality of London's welcome, and the announcement that Mr. Walker intends to ride in the Lord Mayor's coach is the sensation of the hour.

As an instance the heading across the front page of one journal reads: "Jimmy to get buggy ride in London."

CO-OPERATIVES' BAN ON WAR.

REFERENCE TO CHINA.

[THROUGH REUTER'S AGENCY.]

Stockholm, August 18th.

The International Co-Operative Congress at its final sitting adopted by 491 votes a motion by the Central Committee, in favour of inviting all co-operative organisations to declare themselves resolutely against war.

A Russian amendment, that co-operative organisations should pronounce themselves against the war in China, and all forms of blockade, and especially against any military attack on Soviet Russia, received 141 votes.

NANKING AND PUKOW.

[NAVAL WIRELESS.]

NANKING, August 17th.

The Northerners have advanced down the railway and have occupied Pukow. The Southerners have withdrawn to the South side with one more railway engine and trucks. General Wang Pu and most of the 7th Army have arrived. Europeans were ordered to stand by to evacuate last night and there was considerable local apprehension.

The Northerners opened fire from Pukow to-day.

All Europeans were evacuated and H.M. Ships *Wivern* and *Woodlark* proceeded alongside the International Export and Import Co.'s premises and arranged for its defence with Union Jack hoisted.

Troops continue to arrive from up-river and are fired upon on arrival. H.M.S. *Wivern* has been hit several times but without casualties.

It is reported that an ultimatum has been delivered by the Northerners to hand over Nanking to-morrow, otherwise the city will be bombarded.

General Ho Ying Ching is reported to be taking measures for the defence and intends to hold out. Reconnaissance aeroplanes flew over Nanking this afternoon.

General Ho.

NANKING, August 18th.

General Ho Ying Ching, assisted by General Li Chung Jen, is definitely reported to be in command. Local opinion is in favour of Sun Chuan Fang, who is reported to be co-operating with Feng Yu Hsiang. It is believed that attempts are being made to reach a settlement with the Northerners, so as to prevent unnecessary damage to Nanking. Minor clashes have occurred between 17th and 37th armies in the city.

[BRITISH WIRELESS SERVICE.]

Rusby, August 18th.

The British naval authorities on the Yangtze have made arrangements for facilitating the withdrawal of vessels in the river, of the foreign residents in Nanking, should such a course become necessary in view of the presence of Northern troops, which have already occupied Pukow on the opposite side of the river and are reported to have commenced the bombardment of Nanking.

NEW YORK'S MAYOR ON HOLIDAY.

TELEPHONE'S FROM LONDON TO NEW YORK.

[REUTER'S AMERICAN SERVICE.]

New York, August 19th.

Mayor Walker, although on holiday, rang up his secretary at the City Hall here from London and discussed housing and other important municipal matters.

The Secretary said that he heard Mr. Walker as if he had been in New York.

THE SOVIET'S VILE PROPAGANDA.

WHAT RUSSIAN OFFICIALS' CORRESPONDENCE REVEALS.

[THROUGH REUTER'S AGENCY.]

Paris, August 19th.

Le Matin publishes several letters, forming correspondence between Volkoff, Russian Military Attaché in Paris, and Krestinski, the Soviet's Ambassador in Berlin, and Comrade Gallaher in London, showing the co-operation between the Soviet Government and the leaders of the Third International in order to disorganize the French Colonial Empire and cause revolt among the Moroccan tribes.

FAMOUS VETERAN VIOLINIST MARRIES YOUTHFUL PUPIL.

[REUTER'S AMERICAN SERVICE.]

BRUSSELS, August 18th.

M. Eugene Ysaie, the Septuagenarian violinist, married, at Knocke-sur-Mer, Jeannette, aged twenty, his brilliant pupil, the daughter of Dr. Dincin of Brooklyn.

INDIAN RACIAL FEELING.

EFFECT OF INCITEMENT BY PREACHER.

STATEMENT BY BRITISH OFFICIAL.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 18th.

In the Legislative Assembly, Sir Denys Bray, the Foreign Secretary to the Government of India, stated that owing to the prompt handling of the excitement over the Ranglarsul case (mentioned on August 6th) which had spread to the frontier early in June, a grave crisis had been averted across the border.

However, the Afghani and Shinwari countries had been inflamed by the preaching of a well-known Mullah, and some of the tribes had expelled the Hindus, while a number of Hindus were leaving the Khyber and were roughly handled. Altogether 450 Hindus had arrived at Peshawar.

This expulsion and voluntary exile was unparalleled, and the Indian Government was using all its influence on behalf of the Hindus returning to their homes among the Pathans.

He was confident the breach would be healed, provided no thoughtless or malicious intrusion from without be allowed to intervene.

Previous Reference.

A Lahore message of August 6th stated:

"In the High Court, Justices Broadway and Skemp sentenced Debisharran Sharma, the writer of an article in the Amritsar newspaper *Risalatvarman*, for insulting the prophet Mahomet, to a year's rigorous imprisonment and a fine of 500 rupees or, in default, six months' further imprisonment, and Ghanchand, the editor, printer, and publisher of *Risalatvarman* to six months' rigorous imprisonment and a fine of 250 rupees or, in default, three months' further imprisonment.

The result of the trial was awaited with the greatest interest all over India, as the acquittal of the accused in the case of a Ranglarsul pamphlet attacking the prophet had made the law look defective. The Government of the Punjab fought a similar *Risalatvarman* case as a test.

The present judgment is expected to pacify Moslem feeling all over India, where tribal feeling was recently menacing the Hindus."

AUSTRALIA'S DEFENCE FORCES.

ECONOMIES TO BE EFFECTED.

[THROUGH REUTER'S AGENCY.]

Melbourne, August 19th.

The Minister of Defence has decided to reduce the Navy estimates by £125,000 and the Army estimates by £45,000 for the sake of economy. A further £27,000 will be saved in the estimates of the Air Force, civil aviation and the munitions supply branch.

MR. AND MRS. BALDWIN.

ON WAY HOME FROM CANADA.

[BRITISH WIRELESS SERVICE.]

Rome, August 18th.

The Prime Minister, who was accompanied by Mrs. Baldwin and a party, left Canada to-day for England, and will on his return fulfil one or two public engagements before leaving for Aix-les-Bains, where he will stay for about three weeks.

Prime Minister's Message.

St. John's, Nova Scotia, Aug. 18.

Mr. and Mrs. Baldwin have left for home on the *Empress of Scotland*.

In a statement in saying farewell to Canada, Mr. Baldwin emphasises that his visit is the first that any British Prime Minister in office has paid to a self-governing Dominion, and he hopes that it will not be the last.

He says he has seen enough of the spirit animating the Canadians to enable him to carry a message to the Mother Country of "faith, hope, and affection."

FLOODS IN SIBERIA.

VILLAGES DESTROYED, MANY DROWNED AND MUCH DAMAGE TO PROPERTY.

[THROUGH REUTER'S AGENCY.]

Moscow, August 18th.

Floods, following torrential rains, have destroyed over 50 villages in the Vladivostok and Khabarovsk districts.

Great damage has been done to the railway tracks, and several bridges have been destroyed. Work has been suspended in the Suchansk coal-mines. The inhabitants of the districts are taking refuge in the hills.

The railway station in Ussuri has been flooded, and the line is inundated for several kilometres. Thirty-nine persons were drowned in the rice fields when they were submerged.

The floods also carried away the sawmill.

The authorities are taking relief measures.

ARMY ON THE RHINE.

FRANCO-BRITISH DISCUSSION AS TO ALLIED FORCES.

[THROUGH REUTER'S AGENCY.]

London, August 18th.

It is learned from a reliable source that the French reply to the British notes as regards a reduction of the Allied forces in the Rhineland, proposes that the 50,000 French and 15,000 British and Belgian troops in the Rhineland should each be reduced by 5,000.

The British Government is now considering the French proposals. It is believed that the reduction of the total Allied troops in the Rhineland to some 55,000 would be approved by the British Government.

WIRELESS BEACONS.

INSTALLATIONS ON THE ENGLISH COASTS.

[BRITISH WIRELESS SERVICE.]

Rusby, August 18th.

Wireless beacons for the assistance of navigation are now under construction by Trinity House, at various points around the English coasts.

Their purpose is to send out distinctive wireless signals at regular intervals, enabling vessels fitted with wireless direction finders to take bearings on the beacon stations and accurately determine their positions.

These installations form a valuable addition to aids to navigation for ensuring safety of life at sea, and are expected to prove of the greatest assistance to marine navigation when ships are approaching land, particularly during darkness and in foggy weather.

THE SACCO AND VANZETTI APPEAL.

Boston, August 10th.

Four Justices, constituting a full bench, delivered their decision in the Sacco-Vanzetti appeal to the official recorder of the Supreme Court.

It consists of five typewritten pages and will be published to-day. Appeal Refused.

LATER.

The Sacco-Vanzetti appeal has been refused.

BOXING.

FREEMAN OUTPOINTS MASON.

McTIGUE SUSPENDED.

[REUTER'S AMERICAN SERVICE.]

New York, August 18th.

In a ten rounds bout Tommy Freeman, of Hot Springs, Arkansas, outpointed Harry Mason, British Lightweight Champion, at Hartford, Connecticut.

Mike McTigue, who was recognised as the World's Cruiserweight Champion, by the New York State Commission when Jack Delaney relinquished the title, has been suspended by the National Boxing Association for refusing to fight Larry Gaines of Toronto on May 18th.

Entire Boxing "Stable" Suspended.

Following their refusal to suspend Uezudun, who was disqualified for punching Delaney low, the New York Boxing Commission suspended indefinitely Peter Reilly, Delaney's manager, with his entire "stable" of fighters. The suspension affects Delaney and Andre Routis, the French Featherweight, Sammy Vogel, the Harlem Lightweight, Johnny Breslin, Flyweight, and several lesser lights. The official reason given is that Reilly failed to appear before them to explain why Delaney had not fulfilled his contract to fight Jack Sharkey, originally scheduled for last September but postponed on account of an injury to Delaney.

BELGIAN WOOL-COMBERS.

SMART SACCO-VANZETTII SYMPATHISERS.

[THROUGH REUTER'S AGENCY.]

VERVIERS, August 18th.

The employers of the Belgian wool-combing industry have closed their factories and locked out thousands of their employees until Monday, as a reply to the employees' decision to strike to-day as a protest against the death sentences on Sacco and Vanzetti.

AMERICAN LEGION.

AN INVASION OF PARIS.

[THROUGH REUTER'S AGENCY.]

Paris, August 18th.

Five hundred of the American Legion have arrived here, forming the vanguard of 20,000 participants in the convention of the Legion in Paris in September.

SOVIET AMBASSADOR TO FRANCE.

[THROUGH REUTER'S AGENCY.]

Paris, August 18th.

M. Rakovsky, the Soviet Ambassador, has returned from Moscow.

WHAT NEW YORK'S WELCOME TO LINDBERGH COST.

[REUTER'S AMERICAN SERVICE.]

New York, August 18th.

The welcome to Colonel Lindbergh on his return from Europe cost the city of New York \$500,000, according to the Comptroller's report, while the recent receptions to the President of Cuba and the whole United States fleet together cost only \$20,000.

THE MISSING FLIERS.

NO NEWS OF THE TWO PLANES.

FORTY U.S. WARSHIPS AND SEAPLANES SCOURING PACIFIC.

ANXIETY THROUGHOUT AMERICA.

[REUTER'S AMERICAN SERVICE.]

San Francisco, August 18th.

The missing plane, *Miss Doran*, has been found on the Island of Maui with all the occupants safe, according to the *Examiner's* Honolulu correspondent.

Not Confirmed.

The report that *Miss Doran* had been found is not confirmed. Reuter's correspondent at Wailuku, Maui, who visited the spot which the machine was reported to have been sighted, discovered no trace of the machine or its occupants.

Mr. Dole Offers a Handsome Reward.

Honolulu, August 19th.

Mr. Dole has offered a reward of \$10,000 to the discoverer of the occupants of either of the missing Trans-Pacific aeroplanes, and \$250,000 if they discovered the occupants of both.

San Francisco Newspaper's Award.

San Francisco, August 19th.

The *Examiner*, which entered the *Golden Eagle* in the Dole Pacific flight, is offering \$10,000 each for the rescue of the crews of the *Golden Eagle* and the *Miss Doran*. \$10,000 Offer "Dead or Alive."

FLINTS, MICHIGAN, Aug. 18th.

Mr. Malloska, the baker of the plane *Miss Doran*, has offered \$10,000 reward for the discovery of the occupants of the *Miss Doran* dead or alive. Just before *Miss Doran* was very popular, left to fly to Honolulu, he expressed the hope that he would win the ocean race, but added pensively: "If we don't, well, life's just a game of chance anyway."

Anxiety Throughout America.

New York, August 18th.

The *Herald-Tribune's* cartoon of Uncle Sam in night attire in the small hours of the morning listening-in to wireless and anxiously muttering "We ought to hear something of them by now" is an apt illustration of the public anxiety in the United States regarding the fate of the five missing fliers, now forty hours overdue.

Never before has the country realised so emphatically the need of small craft for practically every kind of small vessel available in the Central Pacific is intensive sweeping the ocean.

Details of Miss Doran's Career.

The papers give prominence to accounts of Mildred Doran's determination and courage. She was only sixteen when her mother died. Mildred thereafter mothered her two small brothers and baby sister. Meanwhile she qualified at Teachers' Training School. Then she turned to aviation, and interested wealthy Mr. William Malloska, who organised a passenger air service on the strength of her enthusiasm.

NAVAL OFFICERS' MARRIAGE ALLOWANCE.

Little has been heard recently with regard to the proposal to grant marriage allowance to naval officers, but it is not unlikely that the appeal for naval officers to be placed on an equal footing with other officers in this respect will be revived in the near future. A Parliamentary correspondent has an article on the subject in "The Fighting Forces."

Officers of the Army and Air Force, the writer says, receive marriage allowances; naval officers do not, although naval petty officers and chief petty officers and men have kept this war time concession. The Admiralty is still bound by the old tradition that a naval officer's wife should be his ship, and that marriage on the part of all officers below flag rank must be actively discouraged. As a result of years of pressure and agitation, the Admiralty decided in 1924 to grant separation allowances to naval officers on the same terms as to officers of the other two services. The requisite sum of money was included in the 1925 Estimates and voted by the House. The tussle of that year between the Board of Admiralty and the Chancellor of the Exchequer on the question of shipbuilding and the necessary money for it then began, and during it the comparatively modest sum which would have meant so much to the families of the naval officers was not spent, the scheme was cancelled, the Admiralty broke its word, and the unfortunate sailors were thrown to the wolves.

—*Naval and Military Record.*

PROGRAMME FOR TO-DAY
AND TO-MORROW.

THE WEEK-END GAMES.

JAPANESE TEAM v. B.R. CLUB

DIVISION II. CHAMPION MATCHES.

THE FIXTURES.

Division I.

(Continued on next Column)

GOOD BUT NOT EXCEPTIONAL
EXHIBITION.

[BY HOLLYWOOD.]

Service C.C. It looks as if they will win. The match is being played at Kowloon Dock green.

THE INTERPORT.

votes.

1st Batta. Queen's				
Royal Regt.				
Lt. J. C. Oldham	23	24	20	70
Lt. J. F. Ponsford	23	21	13	68
Lt. A. J. Sullivan	23	22	18	63
C. M. S. Watford	23	17	22	65
Pte. Hutchinsonson	20	20	14	54
Pte. Leaky	21	12	13	48
Lt. B. E. Burton	22	14	10	46
R. S. M. Fulbrook	17	13	5	37
				436

THE IRISH OPEN GOLF CHAMPIONSHIP.

GEO. DUNCAN WINS.

Permanence: August 18th

Nabholz and Havers retired from the contest.

U.S. DAVIS CUP TEAM

THE CHOSEN.

DOG-RACING IN ENGLAND

NEW CRAZE VERY POPULAR.

[THROUGH REUTER'S AGENCY.]

LAUNCH PICNICS

LAUNCH PICNICS.

Another picnic is the usual Saturday afternoon jaunt of St. Peter's Young Men's Club, and the launch in this case will leave Queen's Pier at 3.30 p.m.

PROFESSIONALS PREFER TO
BE ON THEIR OWN.

[BY E. HENDREN.]

(Continued on next column.)

ESSEX PRODUCES THE BEST

The blue-leaved willow grows more rapidly than any other species, and is fit to "sell in less than 15 years." As a full-grown tree fetches at present about \$15, a plantation of bat-willows would seem to contain what Dr. Johnson calls the "potentiality of wealth beyond the dreams of avarice." Unlike most willows, this variety is very long-lived, and there is, or was lately, near Bury St. Edmunds, a patriarchal tree which must have been planted before the Dissolution of the Monasteries. — W. A. AUBREY in *Morning Post*.

STABBED IN THEIR SLEEP

There never could be room for snobbery. "Mr. Jones" or plain "Jones"—does that matter when we are out in the middle?

OLD DOWDINESS GONE.

Reply

It is all very strange, but I confess I like it.—*Daily Express* Correspondent.

THE BATTLESHIP.

HER PLACE IN FUTURE WAR.

AMERICA'S NOVEL THEORY.

A naval correspondent favours us with some interesting comments upon certain remarks which recently appeared in this journal regarding the speed of the two new battleships *Nelson* and *Rodney*. He says: "I cannot for the life of me see who will ever fight them, or even need to fight them, for, seeing that they are recognized as the most powerful floating fortresses in the world, everybody will take very good care to keep out of their way." This, of course, comes directly to the point upon which the argument that the battleship has outgrown her utility primarily rests. It seems rather a futile process to build the most powerful fighting ship in the world unless she is to have a chance of employing her fighting powers. In the Great War our battle fleet served its purpose by containing the German battle fleet by virtue of its great superiority of strength. But we cannot count upon a repetition of such favourable strategical conditions. In oceanic war—e.g., war in which the combatants are separated by very wide spaces of sea—the battleship must play an active role if she is to justify herself. The negative part of a "home guard" will serve no purpose when geographical conditions enable an enemy to come and go at will.

A Mobile Base.

The American naval authorities are said to regard the capital ship as a sort of mobile base for covering the operations of light squadrons, and to hold the view that a sufficient number of capital ships strung out at wide intervals in the Pacific would compensate for their shortage of regular bases in that ocean. The idea is distinctly, spectacular. Attended by oil-fuel auxiliaries, a battleship might remain on an ocean station for a considerable period. But how she is going to "cover" any cruiser operations we confess our inability to realize, since she would be attempting to deal with forces which would probably have a superiority in speed of about ten knots. At best she could serve as a protection for any cruisers or auxiliaries which might concentrate upon her.

But the conception is quite new in any survey of the extended functions of the capital ship. And why employ a battleship for such a purpose in which heavier gun power alone appears to be the only requirement? Surely vessels of our own "hush hush" type, possessed of a speed which would enable them to take a part in the operations for which they were detailed to act as mobile bases, would be very much more suitable.

The Type Still Believed In.

That our own Admiralty are not impressed by the arguments of what may be called the anti-battleship school is certainly suggested by the proposal submitted by Mr. Bridgman to the Three-Power Conference to limit the future capital ship to 25,000 tons in displacement and to 13.5-inch guns in armament. This would mean reverting to the *Iron Duke* type. It may be true to say that functions should have no relation to type, within limitations, of course; that if the battleship is justified at all she is justified in her most powerful form. This appears to be the American view, and, at any rate, it has the merit of expressing a definite conviction. Time was when we built 1st class, 2nd class, and coast-defence battleships, presumably on much the same line of reasoning, which produced line-of-battleships ranging from 64 to 120 guns. But for a good many years past we have followed a uniform policy of successive "last words." The British proposal at Geneva is not so much a compromise as a stabilizing of the "last word" at a standard which is quite adequate to all the needs of naval warfare. Restricting armaments means reducing something somewhere.

Role Of Cruiser Mine Layers.

Returning to the comments of our naval correspondent referred to above, he expresses the opinion that "a ship like the *Nelson* will be very much hampered by high-speed cruiser-mine layers, able to make rings around her, which rings will be very nasty to bump into." Such a suggestion appears to us to presuppose that she will be acting independently. As a fleet unit she would be protected against such threat, as against submarines, by cruisers and destroyers, which should be quite capable of

(Continued on next Column.)

THE RUSSIAN NAVY.

NOT VERY EFFICIENT.

BUT DOES THE SOVIET MEAN WAR.

Nobody in this country takes the threats of the Bolsheviks to avenge the "insult" to Arcos by war as anything more serious than what is popularly known as "hot air." Yet it is not certain that the idea may not actually exist in the brains of the Moscow junta as a real possibility. History holds plenty of examples of cases in which a tottering Government has sought a new lease of life by plunging its people into conflict with another Power and so distracting their attention from their own domestic evils.

In the case of Russia, this would be a desperate expedient, indeed, for there is a large element only awaiting the opportunity to "rise against the whole Soviet regime, and war might well furnish that opportunity. That Russia can always command immense bodies of troops goes without saying. That in the present condition of affairs these troops can have a war value in any proportion to their numbers is improbable. The very conception of Bolshevism is antithetical to military efficiency. An advance through Afghanistan upon India is the old Russian bogey of hostilities against Great Britain. But even in days when the Czar's armies were relatively disciplined forces, led by men of strategical abilities, the Russians never attempted to penetrate further than Herat.

How far the Bolsheviks might attempt to use their Navy against us in the event of a war of desperation it is rather interesting to speculate. In the early days of the Soviet Government they were openly threatening to employ submarine forces indiscriminately against our "capitalist" Merchant Marine. The record of the Russian Navy does not lead us to be particularly apprehensive as to anything it might do. The bulk of their forces are in the Eastern Baltic, and to attempt any mischief against British trade they would have to come a long way from their bases. The Black Sea Fleet is a very dark horse, and whether it would venture to come through the Dardanelles is more than doubtful. If it did, it would never get back. This force is known to comprise some fast destroyers and submarines, and at least three light cruisers, but what their condition is nobody has any idea. At Vladivostok there is still a little motley collection of obsolete war craft, most of them probably incapable of leaving their moorings.

The Russian makes a passably good sailor when properly trained, disciplined, and led. Left to himself he is literally at sea. The "Red Fleet" has held manœuvres in the Gulf of Finland for two or three summers past. That is to say, it has steamed out of Kronstadt and, presumably, succeeded in steaming back. But none of the naval Powers believes that the Russian Navy of to-day is worth taking seriously.—*Naval and Military Record.*

COUNTRY WITHOUT RAILWAY.

The President of Liberia, Mr. C. D. B. King, who recently paid a visit to England said to a reporter:

I have decided to study British road-making, for our great problem is to provide communications for the people of the hinterland who wish to market their palm oil, rubber, spices, and excellent Liberian coffee.

There is not a yard of railway in the country at present, and if any British companies care to send a mission to see what the possibilities are in this direction the Government will assist them in every possible way.

dealing with any cruiser-mine layers. It is reasonable to assume that the modern battleship is able to take her own part against any form of aggression. Her disability does not lie in her vulnerability, but in her difficulty in bringing an enemy to action. The more powerful she is the more the enemy will avoid her. This was the lesson of the Great War. The argument that the modern battleship is not primarily designed to fight pitched battles, but to hold the ring to permit of the activities of smaller craft, does not much appeal to us. It seems rather purposeless to construct a terribly costly and most mighty fighting machine which is not really intended to fight.

Naval and Military Record.

CUTICURA



Mother's Favorite For Baby's Skin

The pure, cleansing properties of the Soap make it ideal for baby's daily bath. Assisted by Cuticura Ointment it does much to prevent little skin and scalp troubles becoming serious and to keep baby's tender skin healthy and clear. Cuticura Talcum is soothing and cooling, ideal for baby after a bath.

Seam, Ointment, Talcum sold throughout the world. British Depot: J. C. F. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, HONG KONG.

August 21st, 1927, 10th Sunday After Trinity.

Holy Communion at 8 a.m.

Children's Service at 10 a.m.

Matins at 11 a.m.

Preacher: Rev. W. L. Martin.

Holy Communion at 12 noon.

Evening Song at 8 p.m. By kind permission of Lt. Col. B. G. Clarke, C.M.G., D.S.O., and the Officers, the Band of the 1st Battalion, Queen's Royal Regiment (Conductor Band Sgt. E. Manley) will play at the Evening Service.

There will be a Social Gathering after Evening Song. Music and Light Refreshments.

Wednesday, August 24th:—S. Bartholomew.

Holy Communion at 7.45 a.m.

Thursday, August 25th:—

Holy Communion at 7.45 a.m.

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PEAK CHURCH.

There will be Service on the 21st of August at the Peak Church at 8.30 p.m.

taken by the Rev. W. R. Cunnell and on the 28th of August taken by the Rev. F. P. W. Alexander, C.R. All Seats free.

[5234]

UNION CHURCH (Kowloon Road).

SUNDAY SERVICES, August 21st:—

Sunday School at 9.45 a.m.

Morning Service at 10.30 a.m.

Hymns: 137, 106, 501, 453 and 147.

Evening Service at 6 p.m.

Hymns: 120, 330, 275 and 685.

Preacher both Morning and Evening:—

Rev. J. Kirk Macdonald.

Wednesday, August 24th, at 8.15 p.m.

Soldiers' and Sailors' Christian Association.

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FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

MACDONNELL ROAD, KOWLOON

ROAD TRAM STATION.

SUNDAY SERVICE, August 21st, at 11.15 a.m.

Subject:—"MIND."

Wednesday Evening Meeting at 5.30 p.m.

Reading Room at above address, open:—

Tuesday and Friday, 10 a.m. to 12 Noon.

Monday and Thursday, 5 to 7 p.m.

The Public is cordially invited to attend the services and visit the Reading Room.

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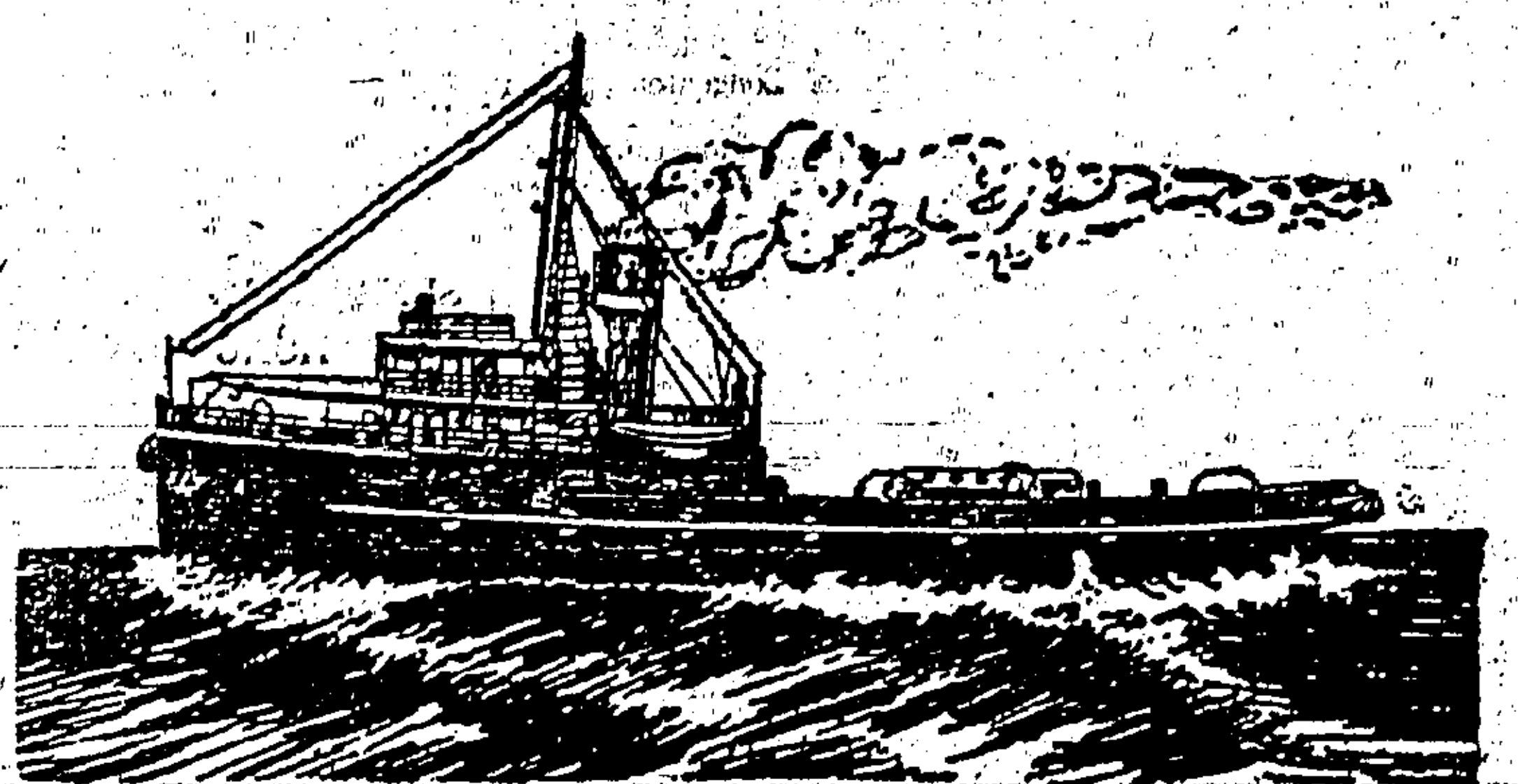
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hong Kong.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MOREA."

ARRIVED HONG KONG ON 18th AUGUST, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 7th September, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACDONNELL, MAKENZIE & Co., Agents.

Hong Kong, 18th Aug., 1927. [5230]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENAP" having arrived from the above ports, Consignees of Cargo by the above-named Vessel are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company, Limited, where, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 25th August, 1927, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 24th August, 1927, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 19th Aug., 1927. [5232]

ON SALE:

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1926.

With Index, Price—\$7.50.

On Sale at the Hong Kong Daily Press Office.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BERNALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co. Ltd., Agents.

Hong Kong, 18th Aug., 1927. [5226]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "ADOLF VON BAER" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 19th August, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 25th August, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 15th Aug., 1927. [5212]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "ANHALT" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd of August, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Aase at 10 a.m. on the 18th of August, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELCHERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 15th Aug., 1927. [5220]

JAVA THE WONDERLAND

SPEND YOUR SUMMER HOLIDAYS

IN JAVA.

BEAUTIFUL HILL RESORTS

GLORIOUS SCENERY.

Next Sailings from Hong Kong:—

S.S. "TJISONDARI" ... 25th Aug. to BATAVIA direct.

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S.S. "TJIKEMBANG" ... 8th Sept. to BATAVIA direct.

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc. Apply to—

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "SAARLAND" (H.A.L.) ... due here on or about the 25th Aug.

S.S. "EMIL KIRDORF" (H.S.L.) ... due here on or about the 1st Oct.

S.S. "HESEN" (H.A.L.) ... due here on or about the 27th Sept.

S.S. "SAOSEN" (H.S.L.) ... due here on or about the 1st Nov.

S.S. "PREUSSEN" (H.A.L.) ... due here on or about the 25th Oct.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

* M.Y. "MUNSTERLAND" (H.S.L.) ... sailing from here on or about the 27th Aug.

† S.S. "OLDENBURG" (H.A.L.) ... sailing from here on or about the 9th Sept.

† S.S. "ADOLF VON BAER" (H.S.L.) ... sailing from here on or about the 21st Sept.

† S.S. "SAARLAND" (H.A.L.) ... sailing from here on or about the 1st Oct.

† S.S. "EMIL KIRDORF" (H.S.L.) ... sailing from here on or about the 22nd Oct.

† S.S. "HESEN" (H.A.L.) ... sailing from here on or about the 1st Nov.

† S.S. "SAOSEN" (H.S.L.) ... sailing from here on or about the 15th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.

† Calling at Genoa, Rotterdam and Hamburg.

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[61]

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STEAMERS	Days Hong Kong on or about	Sailings Hong Kong on or about
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CHANGTE	11th October	15th November
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s.s. "GLAUCUS"	... Via Suez Canal	24th September
s.s. "CITY OF BOMBAY"	... Via Suez Canal	9th October
s.s. "THESEUS"	... Via Suez Canal	23rd October
s.s. "CITY OF EASTBOURNE"	... Via Suez Canal	6th November

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Steamers	Sailings from Hong Kong	Arr. at Hong Kong & Sailings for Hong Kong & Japan	Sailings from Hong Kong for Marseilles
CHRONORAU	30th Aug.
ATHEOS II	27th Sept.
ANGERS	11th Oct.
D'ARTAGNAN	24th Oct.
GAL METZINGER	8th Nov.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

August 18th.
Fiume-L, Italian str., 3,800 tons, Capt. L. Bohuswich, from Trieste via Singapore. The former port she left on July 4th, with 307 tons of general cargo, lying at Kowloon Wharf.—Doddwell & Co.

Glenapp, British motor ship, 6,033 tons, Capt. T. F. Ingram, from London via Singapore. The former port she left on July 9th, with 2,400 tons of general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Harunasan, Maru, Japanese str., 1,678 tons, Capt. S. Imai, from Hongkong, which port she left on August 14th, with 4,050 tons of coal, lying at Quarry Bay.—M.B.K.

Ranella, British str., 3,372 tons, Capt. R. W. Thompson, from San Pedro and Yokohama. The latter port she left on August 9th, with 7,637 tons of fuel oil, lying at No. 1 Point.—A.P.C.

Demicklan, British str., 3,394 tons, Capt. Wright, from Sabang, lying at buoy No. A24.—Wing Kee Co.

Hung Sang, British str., 1,358 tons, Capt. R. J. J. Meddon, from Tsingtau, which port she left on August 10th, with 384 tons of general cargo, lying at West Point.—Jardine, Matheson & Co.

Kojima Maru, Japanese str., 1,306 tons, Capt. B. Uyehara, from Tsingtau, which port she left on August 12th, with a general cargo, lying at buoy No. C37.—M.B.K.

Ranella, British str., 3,372 tons, Capt. C. M. Redhead, from Yokohama and Shanghai. The latter port she left on August 18th, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.

Tai Fook King, Chinese str., 1,400 tons, Capt. H. Madsen, from Saigon, which port she left on August 14th, with rice and general cargo, lying at buoy No. C17.—Hock Guan Hong.

Tonkin, French str., 607 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C41.—Messageries Maritimes.

CLEARANCES.

August 19th.
Hong Hwa, for Swatow.
Fiume-L, for Shanghai.
Shanghai, for Shanghai.
Cheong Shing, for Weihaiwei.
Cherbon Maru, for Moji.
Dawalpindi, for Singapore.
Tonkin, for Haiphong.
Hung Sang, for Canton.
Ranella, for Tarakan.
Ginga Maru, for Moji.
Talma, for Amoy.
Tatsuno Maru, for Shanghai.
Dourdon, for Saigon.

PASSENGERS.

Per s.s. Glenapp, on August 19th: Mr. H. J. Wolfshagen, Mr. and Mrs. N. Sigatvory, Miss J. Foss, and Mr. H. Calderwood.

SHIPPING MOVEMENTS.

The s.s. President McKinley, of the American Mail Line, will arrive from Victoria and Seattle via Yokohama, Kobe and Shanghai tomorrow afternoon. The vessel will sail for Manila at 6 p.m. on Monday.

The s.s. President Taft, of the Dollar S.S. Line, will arrive from Manila on Monday, and will sail for Victoria and Seattle via Shanghai, Kobe and Yokohama on Wednesday, August 24th, at 8 a.m.

VESSELS EXPECTED.

Aenens (Blue Funnel), due Sept. 26th.
Arufura (E. & A.), due October 3rd.
Bollon Castle (Doddwell), due Sept. 24th.

Calchas (Blue Funnel), due Sept. 10th.
D'Artagnan (M.M.), due September 13th.
Devanah (P. & O.), due December 23rd.

Diomed (Blue Funnel), due October 8th.
Empress of Asia (C.P.R.), due August 29th.
Empress of Russia (C.P.R.), due August 22nd.

Esquima (Doddwell), due September 15th.
Euryclides (Blue Funnel), due September 22nd.
Euryphylus (Blue Funnel), due Oct. 29th.

Athos II. (M.M.), due August 30th.
Hector (Blue Funnel), due August 24th.

Javaneze Prince (Furness, F.E.), due August 23rd.
Japanese Prince (Furness, F.E.), due September 16th.

Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 25th.

Katmon (Blue Funnel), due Sept. 26th.
Klyber (P. & O.), due September 1st.

Lycan (Blue Funnel), due Sept. 2nd.
Macondia (P. & O.), due October 14th.

Malva (P. & O.), due September 15th.

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KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT MCKINLEY	... Tuesday, Aug. 30th
PRESIDENT LINCOLN	... Tuesday, Sept. 13th
PRESIDENT CLEVELAND	... Tuesday, Sept. 27th
PRESIDENT PIERCE	... Tuesday, Oct. 11th
PRESIDENT TAFT	... Tuesday, Oct. 25th

Thereafter Fortnightly Sailings on Tuesdays.

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From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 23	Seattle	Berengaria	Sept. 21	C'burg-Shmptn
Aug. 30	San Francisco	Homeric	Oct. 7	1 C'burg-Shmptn
Sept. 7	Seattle	Aquitan	Oct. 1	1 C'burg-Shmptn
Sept. 13	San Francisco	Majestic	Oct. 15	1 C'burg-Shmptn
Sept. 21	Seattle	Leviathan	Oct. 23	1 C'burg-Shmptn
Sept. 27	San Francisco	Olympic	Oct. 29	1 C'burg-Shmptn
Oct. 5	Seattle	Berengaria	Nov. 2	1 C'burg-Shmptn
Oct. 11	San Francisco	Leviathan	Nov. 12	1 C'burg-Shmptn
Oct. 19	Seattle	Aquitan	Nov. 16	1 C'burg-Shmptn
Oct. 25	San Francisco	Majestic	Nov. 28	1 C'burg-Shmptn
Nov. 2	Seattle	Leviathan	Dec. 8	1 C'burg-Shmptn

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT TAFT	... Wednesday, Aug. 24th, 8 a.m.
PRESIDENT JEFFERSON	... Wednesday, Sept. 7th
PRESIDENT GRANT	... Wednesday, Sept. 21st
PRESIDENT MADISON	... Wednesday, Oct. 4th
PRESIDENT JACKSON	... Wednesday, Oct. 19th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK, VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON and NEW YORK.

PRESIDENT GARFIELD	... Tuesday, Aug. 30th, 8.00 a.m.
PRESIDENT HARRISON	... Tuesday, Sept. 13th, 8.00 a.m.
PRESIDENT MONROE	... Tuesday, Sept. 27th, 8.00 a.m.
PRESIDENT WILSON	... Tuesday, Oct. 11th, 8.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, Oct. 25th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MCKINLEY	... Aug. 22nd, 6.00 p.m.
PRESIDENT GARFIELD	... Aug. 30th, 8.00 a.m.
PRESIDENT JEFFERSON	... Aug. 30th, 8.00 p.m.
PRESIDENT LINCOLN	... Sept. 6th, 6.00 p.m.
PRESIDENT HARRISON	... Sept. 13th, 6.00 a.m.

For Passenger and Freight Rates apply to

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GENERAL AGENTS.

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Manava (P. & O.), due November 11th.

Mentor (Blue Funnel), due to-day.

Mongolia (P. & O.), due October 28th.

Naypore (P. & O.), due August 29th.

Ningchow (Blue Funnel), due Aug. 29th.

Nyanza (P. & O.), due September 21st.

President McKinley (A.M.L.), due to-morrow afternoon.

President Taft (Dollar Line), due August 22nd.

Sarpedon (Blue Funnel), due Oct. 20th.

St. Albans (E. & A.), due Sept. 6th.

Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.

Talamba (B.I. & A.), due Sept. 3rd.

Tanda (E. & A.), due August 30th.

Teiresias (Blue Funnel), due Oct. 18th.

Thesaurus (Blue Funnel), due October 1st.

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
Aug. 20th	6.02 a.m.	6.52 p.m.
" 21st	6.02	6.51
" 22nd	6.03	6.50
" 23rd	6.03	6.49
" 24th	6.03	6.49
" 25th	6.03	6.48
" 26th	6.03	6.47
" 27th	6.04	6.45
" 28th	6.04	6.44
" 29th	6.04	6.43
" 30th	6.05	6.42
" 31st	6.05	6.42

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TIENTSIN	... "MINGSANG" Sunday, 31st Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWONGSANG" Monday, 22nd Aug., at Noon
OSAKA via AMOY, MOJI & KOBE	... "NAMSANG" Wednesday, 24th Aug., at 7 a.m.
SHANGHAI	... "YUENSANG" Wednesday, 24th Aug., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "HANGSANG" Wednesday, 24th Aug., at 10 a.m.
STRAITS & CALCUTTA	... "FOOKSANG" Wednesday, 24th Aug., at 3 p.m.
SANDAKAY	... "MAUSANG" Saturday, 27th Aug., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "YATSHING" Sunday, 28th Aug., at 10 a.m.
STRAITS & CALCUTTA	... "KUMSANG" Sunday, 28th Aug., at 3 p.m.
STRAITS & CALCUTTA	... "KUTSANG" Monday, 29th Sept., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	... "LAISANG" Friday, 9th Sept., at 7 a.m.

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LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENOGLE"	... (via Oran)	24th August
Motor Vessel "GLENHARRY"	... (via Oran)	21st September
Motor Vessel "GLENLUCE"	... (via Oran)	19th October
Steamship "GARMARTHENSHIRE"	... (via Oran)	2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP"	... In Port
Motor Vessel "GLENLUCE"	... 7th September
Steamship "GARMARTHENSHIRE"	... 18th September
Motor Vessel "GLENBEG"	... 29th September
Motor Vessel "GLENARA"	... 18th October

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CLUB CLASS AND 150	ARRIVAL FOR: SHANGHAI AND TARI (TIENTSIN).	ARRIVAL FOR: GENOA, ROTTERDAM & HAMBURG.
INTERMEDIATE CLASS		
PASSENGERS		

s.s. "GOTHA"	... 30th August, 1927.	30th August, 1927.
s.s. "SAARHUECKEN"	... 27th Sept.	24th Sept.
s.s. "COBLENZ"	... 24th Oct.	19th Nov.
s.s. "FULDA"

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

s.s. "ROLAND"	... on or about 8th October, 1927
s.s. "SCHLESSEN"	... on or about 9th November, 1927

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* Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:

s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

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MELCHERS & CO.

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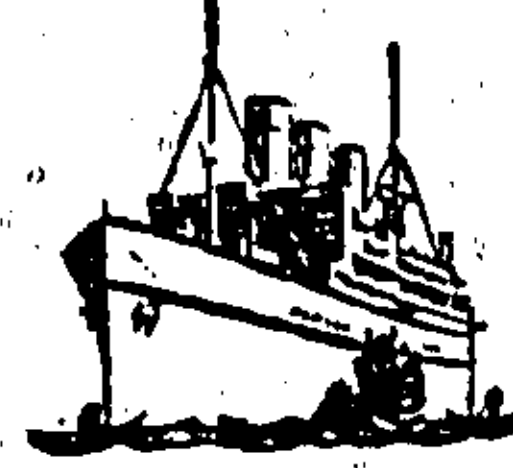
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OSAKA, YOKOHAMA AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Monday, 22nd Aug., at Noon
KORAI MARU ... Tuesday, 29th Aug., at 10 a.m.
SHINYO MARU ... Tuesday, 29th Sept.

LONDON via Singapore, Suez, Marseilles & Ports.

HARUNA MARU ... Friday, 26th Aug., at 11 a.m.
KAMU MARU ... Saturday, 10th Sept., at 11 a.m.
KATOB MARU ... Saturday, 24th Sept., at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Aug., at 11 a.m.
TANGO MARU ... Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.

MUBOAN MARU ... Saturday, 27th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Saturday, 30th Aug., at Noon

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 30th Aug.

CALCUTTA MARU ... Saturday, 27th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Sunday, 8th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Wednesday, 31st Aug.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU ... Tuesday, 23rd Aug.

GENOA MARU (Calla Moji) ... Sunday, 21st Aug.

HAKODATE MARU (Moji direct) ... Sunday, 21st Aug.

TOYOOKA MARU ... Friday, 2nd September

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Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

S.S. "OOSTERK" ... 4th Sept.
S.S. "OOSTERK" ... 2nd Oct.

ARRIVALS FROM EUROPE:

S.S. "OOSTERK" ... 22nd Aug.
S.S. "MADOERA" ... 19th Sept.
S.S. "OLDEKERK" ... 17th Oct.

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Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.FAIR CARGOES COMPARED
WITH ARRIVALS.BRITISH VESSELS BRING
MOST.

Yesterday's freight returns from the Harbour Office showed that there was again a fair importation of cargo but the number of arrivals was small. British ships again topped the list as regards the freight, both for and not for this port. British vessels numbered exactly half the total arrivals, and it is notable that every arrival discharged cargo here.

The total cargo for discharge at Hong Kong, shown by the returns for the period ended at 9 a.m. yesterday, was 15,998 tons. Of this, six British vessels contributed 9,407 tons, the best returns being 7,057 tons of oil on the *Ranella* from Yokohama, and 1,900 tons of general freight on the *Amoy* from Shanghai. The other six arrivals brought 5,991 tons, with 3,347 tons in an Italian steamer, 1,316 tons of teakwood in a Norwegian freighter, the remainder of the freight being under 1,000 tons.

Through cargo totalled 17,483 tons, of which 11,650 tons were in British bottoms. Through freights were carried in four British ships, the best two returns being 5,300 and 3,500 tons. Three vessels of other nationality carried 5,633 tons, the best return being 4,235 tons.

Arrivals and Departures for the period ended at 9 a.m. yesterday were as under:—

	Arr.	Dep.
British	6	5
Japanese	3	3
Norwegian	1	0
Chinese	1	0
Dutch	0	1
French	0	1
Portuguese	0	1
American	0	1
Italian	1	0
Total	12	12

Total number of vessels in port 67, British, 23.

The Carriers.

Freight carriers were as under:—
S.S. *Kwong Sang* (British) from Shanghai, 1,300 tons general for Hong Kong and 1,500 tons for other ports.

S.S. *Ranella* (British) from Yokohama, 7,057 tons oil for Hong Kong.

S.S. *Fiume-L* (Italian), from Singapore, 3,547 tons general for Hong Kong and 307 tons for other ports.

S.S. *Shield* (Norwegian) from Bangkok, 1,316 tons teakwood for Hong Kong.

S.S. *Rawalpindi* (British) from Shanghai, 100 tons general for Hong Kong and 3,500 tons for other ports.

S.S. *City of Glasgow* (British) from Kowloon, 300 tons general for Hong Kong and 4,300 tons for other ports.

S.S. *Hai Hong* (British) from Swatow, 600 tons general for Hong Kong.

S.S. *Hong Hua* (British) from Singapore, 150 tons general for Hong Kong and 1,350 tons for other ports.

(Continued on next Column.)

DAILY WATERFRONT NEWS.

JUNK FOKK GOES TO JAIL.

NEW ARRIVALS HERE.

[BY LONGSHOREMAN.]

It is not often that there is either inability, or refusal to pay a fine inflicted at the Marine Court, on native boat-people, but this happened at the Marine Court yesterday morning when a junk *Fokk* was committed to serve the alternative sentence at the Victoria Gaol.

The junk *Fokk* was charged before Lieut-Comdr. G. F. Hole, R.N., with (a) failing to take out licence for his craft as required by the Merchant Shipping Ordinance, and (b) failing to register the arrival of the junk at Tai O.

Sergeant Wynne prosecuted. Defendant pleaded guilty, and said that he had come from Chinese territory, to bring his master to see a doctor, and he had intended to report his arrival and take out a licence when he had done this. He professed ignorance of the law, and was going to make inquiries later as to the proper procedure.

Commenting that failure to register at Tai O appeared to be an offence that showed signs of increasing, His Worship imposed a fine of \$10, with the alternative of ten days' hard labour on the first charge, and a fine of \$20, with the alternative of two weeks' imprisonment on the second charge. In the event of the fine not being paid, the sentences would run consecutively.

Picked Up From Drifting Boat.

A notice issued to Mariners at the Harbour Office yesterday stated:—It is hereby notified for information that the following message has been received from a.s. *Santia*:

At 20.45 Thursday, latitude 17.33 longitude 113.54 picked up two men from small Saigon cargo boat. Cast boat adrift. Inform authorities to warn ships."

The "Hong Kwong."

The new vessel *Hong Kwong*, built by the Hong Kong and Whampoa Dock Company has been added to the fleet of the Ho Hong S.S. Company, of Singapore. The vessel is to be employed in the Straits service. She completed her trials this week.

Atlantic Deck Passengers.

The total number of Atlantic deck passengers entering the Colony for the 24 hours ended at 9 a.m. yesterday was 1,636, of which number 830 were brought by the a.s. *Hai Hong* (British) from Swatow, and 973 by the a.s. *Hong Kwa* (British) from Singapore.

S.S. *Kutsu Maru* (Japanese) from Swatow, 500 tons coal and 125 tons general for Hong Kong.

S.S. *Tungo Maru* (Japanese) from Manila, 500 tons general for Hong Kong and 1,291 tons for other ports.

S.S. *Cheriton Maru* (Japanese) from Balik Papan, 571 tons molasses for Hong Kong and 4,235 tons for other ports.

S.S. *Tak Hing* (Chinese) from Autau, 30 tons general for Hong Kong.

New Arrivals.

There have been two new arrivals in port during Thursday and yesterday.

Yesterday the *Berwick Low* came in with coal on Admiralty charter. The *Berwick Low* was formerly the *Roman Prince*, and was built at Sunderland in 1914 by Duxford & Company, and engaged by the same firm under Glasgow registry. Her dimensions are, length 420 feet, beam 34.1 feet, and moulded depth 28.3 feet, with a gross tonnage of 5,391 and net tonnage of 3,399. The ship is owned by the Law Shipping Company, and the local agents are the Wing Kee Company. She is commanded by Captain W. Wright. Her last port was Sabang.

On Thursday the *Shield*, an old ship of Norwegian registry, arrived bringing a cargo of teakwood from Bangkok under charter to B. and S. as the *St. Helix*. She is now owned by A/S. Inger of Bergen. Her dimensions are 240 feet by 34.1 feet and 15.5 feet, with a gross tonnage of 1,173 and net tonnage of 703. She is commanded by Captain Gabrielsen, with a crew of five Europeans and 24 Asiatics. On entry with a cargo of 1,310, she was drawing 19.8 forward and 14.8 aft.

Japanese Freighter Raided.

The *Hiroo Maru* (903.68 tons), a freighter owned by the Daido Steamship Company at Kobe, which was raided by more than 30 bandits at Haichow on the night of the 10th inst., and according to the officers of the steamer, Captain Tange, the master, the Japanese steerman, a Chinese interpreter, and four Chinese passengers were carried away as hostages, besides the steamer being looted. The bandits are demanding \$30,000 as ransom.

Swatow Cargo Coolies.

According to Chinese press reports, the strike of the cargo coolies at Swatow is still proceeding. Steamers which have arrived at Swatow from this port have had to return with their freight undischarged.

The "Rawalpindi."

The P. & O. *Rawalpindi*, one of the crack liners of the Company's fleet made her return visit to the Colony yesterday, arriving in the morning. She brought 140 European passengers, of whom 88 were travelling first-class. She also brought 392 bags of mail, including Home and Europe mail and Siberia, with 74 bags of London date. The *Rawalpindi* takes the outward Home mail to date, sailing at noon. Malla.

Inward mail from Canada and the North and from Home and Europe via Siberia is due tomorrow by the a.s. *President McKinley* and the a.s. *Aletris*, respectively.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Fortol*; South Wall Basin, *Bruce*; East Wall Basin, *Torantul*; North Arm, *Vindictive*; West Wall Dock, *War Brahm*; In Dock, *Serapis*, *Vindictive*, and *Somme*; Taikoo Dock, *Feteret*; French, *Craonne*; No. 1 Buoy, *Argus*; No. 2 Buoy, *Despatch*; No. 3 Buoy, *Magnolia*; No. 13 Buoy, *Faenglow*; No. 18 Buoy, *Ruthenia*; No. 25 Buoy, *Kharki*.

Foreign Men of War—U.S.S. *Pampanga*; French, *Craonne*.

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DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"RAWALPINDI"	16,819	20th Aug. Noon	Marseilles and London.
"MOBAA"	10,953	3rd Sept.	Marseilles and London.
"NOVARA"	8,384	10th Sept.	Marseilles and London.
"KIDDERPORE"	8,384	15th Sept.	Marseilles, Colombo and Bombay.
"DEVANHA"	8,155	17th Sept.	Marseilles, L'Anse, Antwerp & Hull.
"KRYBER"	9,114	1st Oct.	Marseilles, L'Anse, Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Marseilles, Colombo and Bombay.
"MALWA"	10,958	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'Anse, Antwerp & Hull.
"MACDONALD"	11,130	12th Nov.	Marseilles and London.
"MONGOLIA"	15,504	29th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan. 1928	do.
"DEVANHA"	8,155	21st Jan. 1928	do.

* Calls at Port Sudan.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons.	From Hongkong	Destination.
"TALAMBA"	8,018	1th Sept.	Singapore, Penang and Calcutta.
"TALMA"	10,000	12th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	From Hongkong	Destination.
"TANDA"	6,956	2nd Sept.	Manila, Sandakan, Thursday.
"ST. ALBANS"	4,500	30th Sept.	Island, Townsville, Brisbane.
"ARAFURA"	5,000	23rd Oct.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.

The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolumbuga, Yawo, Timor, Durban, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Steamers of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons.	From Hongkong	Destination.
"TALMA"	10,000	20th Aug. 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"NAGFORE"	8,233	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
"KRYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,958	18th Sept.	Shanghai, Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	5,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACDONALD"	11,130	15th Oct.	do.
"MONGOLIA"	15,504	29th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	24th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,958	7th Jan. 1928	do.
"KRYBER"	9,114	21st Jan. 1928	do.
"MACDONALD"	11,130	4th Feb. 1928	do.
"KASHMIR"	8,985	18th Feb. 1928	do.
"MANTUA"	10,946	25th Feb. 1928	do.
"MONGOLIA"	15,504	17th Mar. 1928	do.
"MOREA"	10,953	30th Mar. 1928	do.

* Dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Singapore must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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m.v. "JAPAN" ... 24th November

m.v. "FORMOSA" ... 10th December

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m.v. "SUMATRA" ... 24th September

m.v. "JAPAN" ... 10th October

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UNITED KINGDOM & CONTINENT

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